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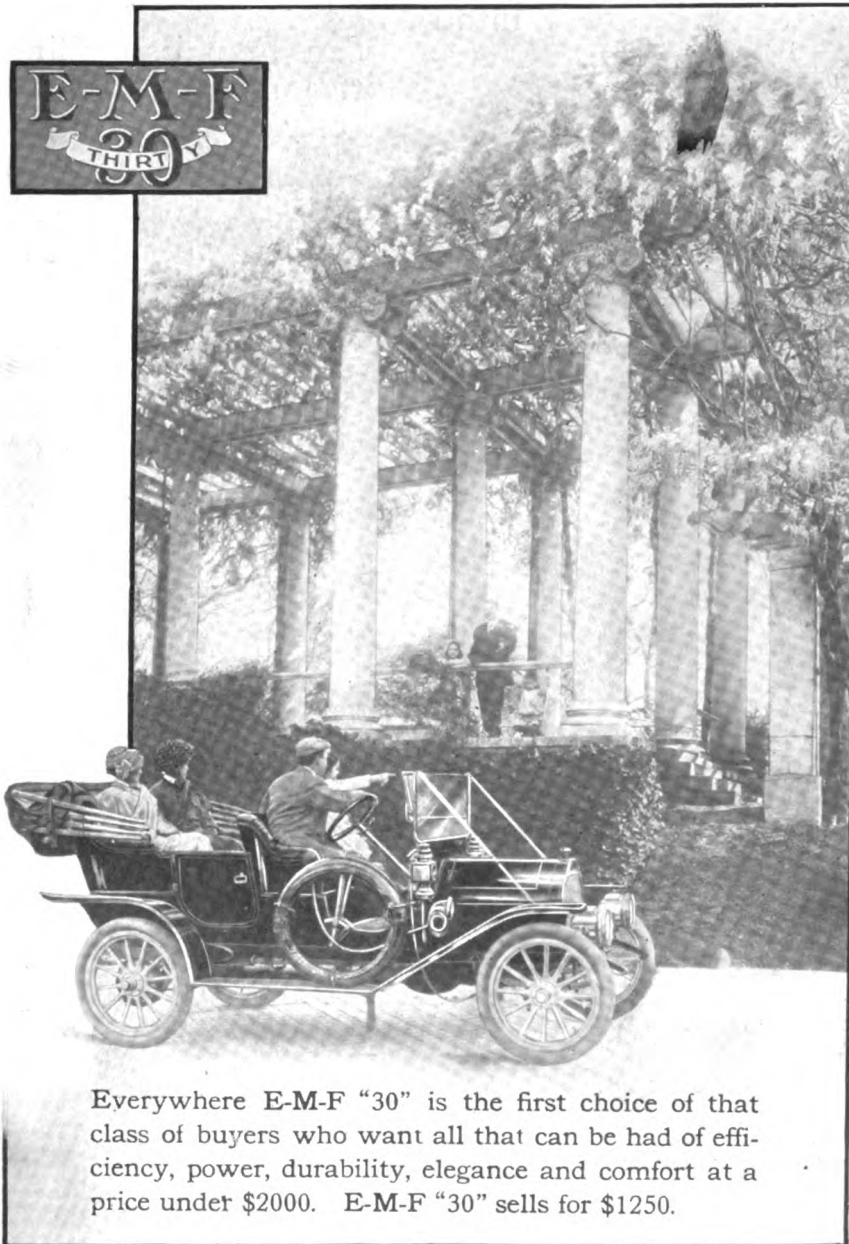
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Vol. XX. NEW YORK, JULY 9, 1910 No. 14

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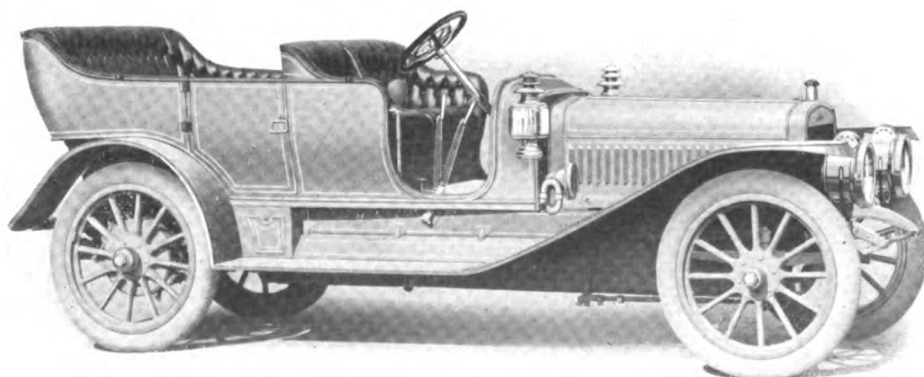
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Automobile Topics

Illustrated

Vol. XX.

NEW YORK, JULY 9, 1910.

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1913

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PRESIDENT TAFT, IN WHITE STEAMER, RECEIVING AMERICAN FLAG FROM BOSTON SCHOOL CHILDREN ON JULY 4

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS

Published by AUTOMOBILE TOPICS (Incorp.)
E. E. SCHWARZKOFF, President.
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TOPICS UNTIL RECENTLY the five New England States have been notable for motoring legislation that is, on the whole, reasonable. In particular motorists from other States have been treated courteously and with consideration. The statutes gave them privileges which permitted them to use the highways of each particular State almost at will. Of late, however, a change for the worse has been taking place. Petty jealousies have arisen, and one State makes reprisals for attacks made or alleged to have been made, on it by others. Privileges have been narrowed, and in some cases threats to withdraw them entirely have been made. In consequence this section of the country, which is, of course, the great summer touring ground, bids fair to become a region where each State instead of welcoming the stranger within its gates assumes a hostile attitude and grants "privileges" grudgingly.

A LONG STEP in the direction of inhospitality to non-resident motorists has now been taken by Massachusetts. Important amendments to its law, made at the last session of the Legislature, become effective tomorrow—July 10.

In consequence of these Massachusetts will assume a belligerent attitude and say, in effect, that it will give the citizens of other States the same kind of a deal that its citizens receive when they cross its borders, but with the difference that the old policy of extending full privileges (which is still adhered to by a few States) has been departed from forever. Hereafter in Massachusetts no visiting motorist will be granted privileges for more than ten days in any one year, no matter what courtesies his State extends to Massachusetts motorists. Furthermore, this ten days privilege is extended only to States which reciprocate. In the case of New Jersey, for example, motorists from that State will get exactly what Massachusetts motorists get in New Jersey. What that is is not altogether clear even now; for while the New Jersey laws does now extend certain privileges to non-resident motorists, they are so limited in their character and so much depends on the interpretation of the matter that the Massachusetts motorist is apt to find himself in a very bad predicament should he want to enter the mosquito State.

IT IS A PRAISEWORTHY FACT that many people in Massachusetts protested vigorously against the passage of the amendments referred to

above, which have changed the laws of that State so much for the worse. And it is indisputable that Massachusetts will suffer in consequence of the passage of these Draconian laws. No end of annoyance, and sometimes actual suffering, will be inflicted upon motorists touring from distant points who will reach the Massachusetts border without being fully informed of the provisions of the new law. No matter what precautions are taken to mitigate the severity of the new regulations, or to make it easy to observe them, nothing can prevent the annoyance and suffering referred to. It remains to be seen whether, in counting the cost, Massachusetts will not suffer a large financial loss. Undoubtedly many tourists en route to Vermont, New Hampshire and Maine will, as far as possible, avoid Massachusetts altogether, reaching their destinations over poorer roads in other States. It is possible also that the resentment which must be engendered will inflict some damage upon Massachusetts resort keepers. No one likes to be held up and taxed when entering a State where he is to spend a brief vacation; and some people will not tamely submit to the imposition.

THE MORAL of all this is that the sooner a Federal automobile law finds a place on the statute books the better it will be. It is simple truth to say that no one can tell how far the present system of reprisals will lead. A few years ago we would have stood aghast at the spectacle presented today. State is arrayed against State, hedging itself around with repressive legislation as if it were a country with hostile neighbors on all sides. There was a time when we prided ourselves upon the difference between this country and half-feudal Europe, with its system of passports, boundary officials, etc., but we are rapidly approaching the same repugnant condition. One State passes restrictive laws and enforces them against the citizens of a neighbor. The latter comes back with similar legislation, or goes a step farther; and the infection spreads until there is scarcely a commonwealth which has not fallen into line and threatens citizens of the Union as if they were inhabitants of a foreign country.

THE WORST of it is that matters will get worse and worse. We have abundant evidence of

this, and in the very nature of things it could not be otherwise. The wise provision made by the framers of the constitution, i. e., that commerce should be free between the States, has been completely nullified, so far as motor vehicles are concerned, by the legislation of the last decade. It is full time that a halt should be called and that common-sense should once more resume its sway. The passage of a Federal automobile bill would dispel the nightmare which is afflicting us.

THE GRADE CROSSING accident season is upon us. One can scarcely pick up a paper without seeing accounts of accidents occurring at points where railways cross the public highways at grade. Some of these accidents are minor ones, but others result in casualties of a most distressing kind. Sometimes whole families go down to death together; at others it is the head and bread earner who is taken, leaving behind him a stricken, and sometimes an unprotected, family. And the slaughter goes on all summer long, the locomotive taking its toll of victims without discrimination or mercy.

FORMERLY THE NUMBER of victims from accidents of this kind was small. Most of them occurred at night, and prior to the advent of the bicycle and the motor vehicle the public highways were not used to any very great extent after dark. The vogue of the bicycle made a considerable change, and accidents multiplied, with the result that a couple of decades ago there was a great outcry against grade crossings. Now that the motor vehicle swarms wherever there are roads, and is used at night as well as in day, the experience with the bicycle is being repeated on a larger scale. In the interim some improvement has taken place, as the work of abolishing grade crossings has made some progress. But this is probably balanced by the fact that the motor vehicle travels more swiftly than a horse-drawn vehicle, and that the noise of the engine makes it more difficult to hear the approach of a train, thus greatly increasing the danger of collisions.

BUT THE FACT REMAINS that travel on both the railroads and the highways is increasing at a rate quite out of proportion to the abolition of grade crossings. How to hasten this work

is the greatest problem before us. The men who control the destinies of the railroads can see only one thing: that to abolish grade crossings, either at their own expense or by a division with the various States, would bankrupt them. Perhaps it would; and, then again, perhaps they exaggerate the matter slightly. At any rate it is a certainty that eventually all grade crossings will be abolished, just as they are now in most of Europe. And when this is done the railroads will find that they will save many millions of dollars, not only through ability to move both passenger and freight trains more quickly (and consequently to run more of them), but by reducing accidents, with their attendant suits for damages, to a minimum. This is a phase of the matter that the railroad magnates either cannot or will not see. In spite of this the time is not very far off when the grade crossing will follow the toll road into oblivion.

IT IS SAID that the driver of one of the cars in the Glidden Tour has fallen heir to a fortune of \$1,500,000. Good things came in a bunch to this driver, for he finished the tour almost immediately afterward.

AMERICA bids fair to be well represented at the Good Roads Congress, which opens in Brussels the end of this month. Representatives are either on their way or preparing to start from the A. A. A., the A. C. A., the U. S. Office of Public Roads, the Touring Club of America and from a number of States. Apparently credentials are easy to obtain.

IT WILL BE INTERESTING to watch the results of the enforcement of the smoke ordinance which has just gone into effect in New York City. In passing this ordinance the lawmakers have, as usual, gone to an extreme. The emission of "dense smoke" from automobiles is forbidden absolutely, and the penalties provided are exceedingly severe. Everybody knows that no attempt will be made to enforce these provisions to the letter, for to do so would almost put a stop to the use of motor vehicles on the streets of New York. What is intended is to use common-sense in the matter and to permit a certain amount of violation of the law. This is well expressed by Commissioner Lederle of the Health Department, who is quoted as saying:

"Of course, we don't want to be too severe

on automobilists, but those who persist in sending clouds of offensive smoke from their cars into the faces and nostrils of pedestrians must be disciplined. In cases where only a slight smoke is issuing the motorist may be permitted to go on with a warning, but he must at once correct the evil or he will be arrested."

Nothing could be fairer and more reasonable than this pronouncement. The trouble is that it is going to be difficult, if not impossible, to carry it into effect. Given the best intentions in the world it will not be easy for the officers (70 of whom were detailed on this job) to do the proper thing.

"PLEASURE CARS" is a term that has been used so much that it has become a habit. And yet there is much room for criticism of it. It lacks in definiteness—in fact, it scarcely means anything. "Passenger automobiles," and "freight automobiles," have been suggested by a leading trade organization as the proper nomenclature. There is considerable merit in the suggestion.

THE CHIEF TROUBLE about all automobile legislation is that it errs on the side of severity. Laws that cannot possibly be enforced are placed on the statute books and then wide discretion is given to the enforcing officers in the matter. Everybody knows that even the best regulated automobile will at times emit some smoke. The amount will vary in machines as well as under differing conditions. The car that emits clouds of black smoke from its exhaust pipe, and keeps doing it, is beyond the pale. Motorists join with non-motorists in denouncing it, and, being a public nuisance, it should be abated. But there is a vast difference between this and the occasional violation of a statute such as that under discussion. Yet its passage places every motorist at the mercy of an officer who may or may not have good judgment, and who may or may not be a grafter.

ARE COLLEGE METHODS being copied by automobile concerns? The question is asked because the baseball team of a Pennsylvania factory has been augmented by the signing of "Maggie" Maxwell, a former member of a champion professional team. It is added that the star player "recently accepted a position with the company."

When the Callan Law Becomes Effective

On August 1 the changes in the automobile law of New York State provided for in the Callan bill, which recently passed the Legislature and received the signature of Governor Hughes, take effect. They are of so important and far-reaching a character that they practically make a new law, and in view of this Secretary of State Koenig has been making elaborate arrangements for the conduct of the Automobile Bureau, which has the matter in charge.

In an official statement given out this week Secretary Koenig said that he had given a great deal of time and thought to the carrying out of the new law, and that the strictest provisions will be enforced regarding the examination of Chauffeurs under the law.

The chief of the Bureau will be Spencer G. Prime, of Lake Placid. Mr. Prime has a complete knowledge of the workings of the bureau, having been in charge of the automobile licenses since Mr. Koenig took office.

Frederick H. Elliott, of New York, has been appointed chief examiner of chauffeurs. He is secretary of the Touring Club of America, and has a thorough knowledge of the automobile business. Mr. Elliott was recommended by a large number of prominent New York men, including Judge Hotchkiss, of the Insurance Department, and Lieutenant-Governor White.

William Perry, of Brooklyn, will be cashier of the bureau, and Morris Einstein, of New York, has been named as Assistant Deputy Secretary of State.

It is also stated that a branch of the Secretary of State's office is to be opened at Seventy-sixth Street and Broadway. It will be used for the registration of chauffeurs. Mr. Elliott will have charge of the New York office.

"I have selected a number of examiners of chauffeurs," said Secretary Koenig yesterday and their duty will be to pass upon the examination papers of all applicants for licenses as chauffeurs.

"Examinations for chauffeurs' licenses under the Callan automobile law, which goes into effect August 1, will be held in different parts of the State next week. Applications for licenses must be in Albany not later than July 20, and those who fail to comply with this

requirement will not be examined until after August 1. No man can run a car in this State after that date without a license.

"Reckless drivers who are known to the police of the various cities; men who have been in many accidents due to their negligence, in many cases of their own negligence, in many cases of their own making, will not be allowed a license under the Callan law. The public will be accorded the greatest possible protection by me from reckless auto drivers, and the men who will act as examiners will see to it that no man receives a license who does not fulfill all of the requirements called for. I shall see to it that the man who disregards the Callan law in the slightest degree loses his permit to drive in this State."

Blanks for both owners and chauffeurs are now ready. Owners are required to answer the following questions in making their application, and also have to make an affidavit to the effect that their answers are true and complete:

Is the vehicle to be used solely for commercial purposes?

What is the type of the machine? (State whether touring car, runabout, etc.)

What is the name of the manufacturer of the machine? (Give name of maker, not name of machine.)

What is the factory number affixed to the machine by the maker?

What is the character of the motor power? (State whether gasoline, steam, electric, etc.)

What is the horse power of the machine? (Manufacturer's rating.)

If a gasoline, how many cylinders?

What is the bore or internal diameter of the cylinders? (State bore only.)

In what year was your machine made? State the model.

Is the machine provided with adequate brakes, suitable and adequate bell, horn or other device for signalling, and lamps in number and kind to conform to section 286 of the Highway Law? (See instructions.)

State whether the machine is owned by an individual, copartnership, association or corporation.

If a corporation, in what State incorporated?

If not owned by an individual write in full the names of the principal officers, giving their titles.

If not owned by an individual, give business address.

My post office address is

My business address is

I desire my number plates to be sent to

Under the new law, all chauffeurs must fill out a long application blank before receiving a license and must also provide for the signature of two witnesses attesting to the thorough reliability of the applicant. The application must also be countersigned by the employer of the chauffeur. The form of application is as follows:

I, the undersigned, hereby apply to the Secretary of State for a license to operate motor vehicles as a chauffeur, and, for that purpose file the following photograph and description of myself, and give the following answers to the questions contained in this application:

Photograph	Personal Description
(Paste unmounted print here.)	A. Color.....
	B. Sex
	C. Height
	D. Weight
	E. Color hair
	F. Color eyes
	G. Do you wear glasses?.....
	H. Date of taking photo.....

1. What is your age?
2. How long have you operated motor vehicles?
3. How many miles (approximately) have you driven motor vehicles?
4. What was the character of the motive power (gasolene, steam, electric, etc.)?
5. What was the type of vehicle (touring car, runabout, etc.)?
6. Have you ever been convicted under the laws of this or any other state or the regulations, ordinances or laws of any city, town or village, relating to the use of motor vehicles upon the public highways? If so, state fully the nature of each offense, the court in which you were convicted, the date of your conviction, and the penalty imposed.
7. Have you ever been convicted of any crime? If so, state full particulars.
in any way interfere with the proper management or infirmity, of which you are aware, which would in any way interfere with the proper management and control by you of a motor vehicle?
9. Are you familiar with the rules of the road and the provisions of Article 11 of the Highway Law of the State of New York?
10. Have you ever been granted a chauffeur's license in this state? If so, give year of issue and badge number assigned you.
11. Have you ever had an accident while operating a motor vehicle? Give particulars, stating whether any injury resulted, etc.
12. Do you use intoxicating liquors? If so, to what extent?
13. Are you addicted to the use of morphine or other drugs?
14. If you wear glasses, in what respect is your eyesight defective?
15. Are you now employed as a chauffeur to operate motor vehicles? If so, give your employer's name, street address, town or city and state.

16. Give names and addresses of your employers for last five years.

17. State any additional facts which in your judgment qualify you as a chauffeur.

18. Where do you reside? Town, city, state.

19. What is your business address? Street, town or city, county, state. Sign your name in full.

State of New York, County of —ss.; —, being duly sworn, deposes and says that he is the above named applicant; that he signed the above application; that the statements and answers contained therein are true to the best of his knowledge and belief.

(Signature of applicant.)

Subscribed and sworn to before me this — day of — 191—.

_____, Notary Public.

The following is a copy of the certificate which must be signed by two witnesses and the employer of said applicant:

1. I, the undersigned, being more than 25 years of age, have been a resident of — for — years last past. I am personally acquainted with the applicant aforesaid, and I do state as follows:

A. That I have known the applicant since —. B. That I have read the application of said applicant, and believe each of the statements and answers made therein to be true. C. That said applicant has not, to my knowledge or belief, any physical or mental weakness or infirmity, unless that mentioned in his application, which would in any way interfere with the proper management and control by him of a motor vehicle. D. I believe him to be careful and fully competent to operate motor vehicles. (If applicant has ever been in your employ, state when and how long) —

(Signature) _____

(City or Town) _____

(P. O. Address) _____

2. I (being more than 25 years of age) have been a resident of — for — years past, and have personally known the applicant aforesaid for — years. I have read the foregoing application, and believe the statements made therein to be true. I also concur in the statements numbered B, C and D in the first foregoing certificate. (If applicant has even been in your employ, state when and how long) —

(Signature) _____

(City or Town) _____

(P. O. Address) _____

3. I, — of — County of — State of —, at the present time employ the above named applicant as a chauffeur; I have known him for — years; I have read the foregoing application and believe the statements and answers made therein to be true. I also concur in the statements B, C and D in the first foregoing certificate. He has been in my employ as a chauffeur since —

(Signature) _____

(City or Town) _____

(P. O. Address) _____

Curtiss Starts Atlantic City Aviation Meeting

The early stages of the aviation meeting which started at Atlantic City, N. J., on July 4. under the auspices of the Atlantic City Aero Club, were not favored with perfect weather conditions and consequently few flights were made. Glenn H. Curtiss, the first aviator to arrive at the scene of the contests, made several flights that were of the spectacular sort and appeased the appetite of the large crowds for daring performances: Up to this writing, Wednesday, none of the contests on the program of the meet, which is scheduled to come to an end on July 11, have been held as all of the aviators have not made their appearance at Atlantic City.

On Independence Day more than 75,000 persons gathered about the beach to witness the flights. The weather was squally and it was not until after 1 o'clock in the afternoon that Curtiss essayed to fly. The crowd encroached on the section of the beach set aside for a starting and finishing place and during Curtiss' only flight of the day, when he covered the $\frac{1}{2}$ mile between the Ocean Pier and the Million Dollar Pier, several persons narrowly escaped being injured.

A heavy wind blew in from the ocean all of the day on July 5 and it was not until after 6 o'clock in the night that Curtiss decided he would take a chance in the treacherous air currents and had his machine rolled out and prepared for a flight. Earlier in the afternoon Curtiss tested the strength of the wind with a short flight between the two piers and in making a landing the machine struck the ground with force and shattered one of the planes. In the late flight Curtiss sped along the beach for

about 100 feet and then shot into the air. He immediately headed for offshore and soared about at an altitude of several hundred feet when close to 500 feet from shore. He swept up over the tops of the piers and flew toward the inlet, and almost to the lighthouse. Then he turned shoreward, circled about, and flew down the beach with the wind to Chelsea, circled again, flew directly over the big wireless telegraph station up to Young's Pier, made another trip and then alighted with the ease and grace of a giant bird. He had been in the air for a little over 8 minutes and declared he could have remained up longer.

The crowd waited all day for a flight on July 6, as the wind, which swung to the northwest with strength enough to make ocean flights dangerous, did not abate to any extent until 4.50 P. M. Then Curtiss started his machine for an ocean flight, but just as he was about to clear the ground at the water's edge a big breaker ran up swiftly enough to catch with its spray the whirling wheel of the aeroplane and split a blade on the propeller, which was making 1,200 revolutions a minute.

After the propeller had been fixed Curtiss took his seat and soared off over the ocean in a sharp breeze. With the wind behind him in the long stretch down the beach Curtiss estimated that he reached a speed of between eighty and ninety miles an hour. He made no try for high altitude and was never more than 400 feet above the sea. His burst of speed was only undertaken when he felt the push of the breeze. On the return the wind held him back and he covered only about eight miles in the 12 minutes 13 seconds of flight.

Run and Hill Climb in Catskill Mountain Region

The latest promotion by the Motor Contest Association is the "Catskill Reliability Contest and Hill Climb," which is scheduled to take place on July 16, 17 and 18. The start will be made from New York early on Saturday morning, July 16, and the run made to Catskill. Sunday will be spent in and around Catskill and on Monday morning the hill climbing contests up Kaaterskill Clove Mountain will take place. With the exception of one, that for amateur drivers living within a radius of 15 miles from Kaaterskill Clove Mountain, all

of the 11 events will be closed to cars participating in the reliability run. The hill over which the contests will be held is approximately $1\frac{1}{2}$ miles long and has a grade of 25 per cent. After the hill climb the contestants will start on the return trip to New York. In the two days the cars will cover approximately 275 miles.

The entry fee for the reliability contest is \$20 for each car and for the hill climb \$10 for each car. Entries close on July 12 with E. L. Ferguson, 1777 Broadway, New York.

Motor Parkway Sweepstakes July 30

According to an announcement by W. K. Vanderbilt, Jr., the Long Island Motor Parkway will be the scene of the "Motor Parkway Inaugural Sweepstakes" on Saturday, July 30. There will be sweepstakes amateur events at 10 miles, a free-for-all event and a Class C event for cars from 301 to 600 cubic inches piston displacement without weight limitation.

Valuable cups will be given in the amateur and the Class C events, with first and second cash prizes of \$100.00 and \$50.00 in the free-for-all event. The conditions for these two are practically identical with those that will prevail in the Vanderbilt Cup race to be held on the Parkway on October 1, and the Grand Prize race on October 15, this fall. It is expected that the amateur event will bring a large field of entries from the Amateur Contest Association, which body successfully promoted a hill-climb on Decoration Day. The amateur event will be a free-for-all for "Sim-pure" amateurs.

The entry fee for each car will be \$20.00. The timing will be done by the Warner electrical timing device. The start will be near Great Neck Lodge and the finish will be at the grand stand on Hempstead Plains. The greater por-

tion of the course will be on the newly completed section of the Parkway, which has a surface of tar-treated sand and gravel laid on cement. The curves are all scientifically worked for sustained light speed-sliding, slipping and skidding are eliminated and there is absolutely no dust.

At this meet the public will be given an opportunity to inspect the enormous amount of work accomplished on the Parkway during the past season. The meet should prove most attractive to the public, as a popular price of seventy-five cents per seat in the grandstand will be charged. Drivers of motor cars can approach the stand from Great Neck, Roslyn, Jericho and Meadow Brook lodges up to 11.30 o'clock A. M., when the Parkway will be temporarily closed for the start, which will be at 12 o'clock noon. No charge will be made for parking cars at the grandstand, where all cars will finish.

All events will be run in heats of two cars, with finals and semi-finals, affording an afternoon of high-class sport. Entry blanks and other information can be obtained from A. R. Pardington, second vice-president, at Mineola, L. I.

Two Days Race Meet Near Chicago Assured

Contracts between the Chicago Motor Club and the Elgin Automobile Road Racing Association have been signed, and two days of racing over the circuit at Elgin, Ill., are now assured. The meet will be held on Friday and Saturday, August 26 and 27.

On the opening day, there will be a sweepstakes open to cars of different piston displacements, which will travel distances arranged in accordance with the power and for separate prizes. Thus the cars of 161 to 230 cubic inches piston displacement and 1,400 pounds minimum weight will be required to travel 144 miles. The cars of 231 to 300 cubic inches piston displacement and 1,700 pounds minimum weight will travel 180 miles. The cars of 301 to 450 cubic inches piston displacement and 2,000 pounds minimum weight will travel 216 miles. The winners in each of the smaller classes will each get \$300 in cash and the winner of the largest sized class will get \$400.

The big race on Saturday will be a 306 mile

event, open to cars of not more than 600 cubic inches piston displacement and a minimum weight of 2,300 pounds. In this event cars of 451 to 600 cubic inches piston displacement will be eligible as well as machines of smaller piston displacement, provided they weigh at least 2,300 pounds. The winner of the second day's race will get \$1,000, the second man will get \$300 and the third \$200.

The circuit is nine miles in circumference, the north leg being three and a half miles, the west leg one mile and the south leg about three and a half miles, while the east leg is almost a hairpin.

To complete the organization of "The New Santa Fe Trail" R. H. Faxon, the president of the society, has appointed the following vice-presidents to have charge of the grand subdivision: Mit Wilhite, Emporia, Kan., Eastern Kansas division; R. H. Higgins, Pueblo, New Mexico, the Colorado division.

Small Crowds but Good Races at Indianapolis

Sensational and record-breaking performances marked the second grand circuit speedway meet at the Indianapolis Motor Speedway on July 1, 2 and 4. While the meet was not a success from the standpoint of attendance, the races were, for the most part, clean-cut, with the finishes close. The lack of interest taken in the sport on the first two days, when the attendance was particularly slim, was undoubtedly due to the inclement weather conditions that prevailed. On Independence Day the crowd was larger than on the previous days, but it was far from a record-breaking one. The brick-covered course again proved its safety, not an accident of any account occurring to mar the meet.

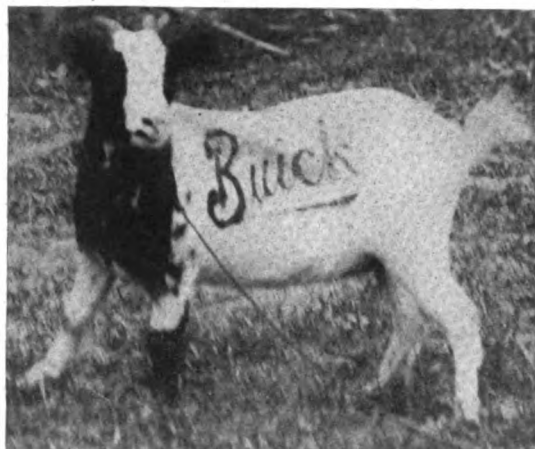
The stellar event of the three days was the contest for the Cobe trophy, which was run on July 4. Joe Dawson, a recently discovered star driver, at the wheel of a Marmon "32," defeated a field of 14 starters in this event and also established a new record for 200 miles, the distance of the race. Dawson covered the 200 miles in 2 hours 43 minutes 26.13 seconds, which surpassed the mark established by Louis Disbrow when he won the Atlanta trophy by 10 minutes 28.18 seconds. Robert Burman, in a Buick, finished second, and Ray Harroun, in a Marmon, was third. During the running of this event three new intermediate records for intermediate miles distances were established. The old record for 100 miles, made by Robertson at Atlanta, 1 hour 22 minutes 35.35 seconds, was passed by L. Chevrolet, in a Buick, who completed that distance in 1 hour 22 minutes 10.9 seconds. Burman, at the wheel of a Buick, covered 150 miles in 2 hours 1 minute 54.2 seconds, which was 3 minutes 6.4 seconds better than the record made by Robertson at Atlanta.

The Remy Grand Brassard and trophy race at 100 miles was the feature of Saturday's session, and Robert Burman drove his Buick to victory in 1 hour 20 minutes 35.63 seconds, lowering the former mark for the distance of 1 hour 23 minute 43.1 seconds, made by Kincaid in a National at Indianapolis in May. Dawson, in a Marmon, finished a close second, with Harroun (Marmon), third. During this race several records for intermediate marks were shattered.

The race for the G. & J. trophy, at 50 miles,

on Friday, the opening day of the meet, was also won by Robert Burman, who covered the distance in 40 minutes 3.7 seconds. Chevrolet, in a Buick, was second, and Pearce, in a Fal car, third.

The entries in the Cobe Trophy race, which was run over the Crown Point-Lowell (Ind.) course last year, under the auspices of the Automobile Club of Chicago, numbered fourteen when the cars lined up for the start. The event was closed to stock cars of 600 cubic inches piston displacement or under, and the following cars started: National (Aitken), National (Kincaid), National (Wilcox), Pope-Hartford (Clemens), Black Crow (Stinson), Black Crow (Cook), Alco (Grant), Marmon



THE BUICK MASCOT

(Dawson), Marmon (Harroun), Buick (A. Chevrolet), Buick (L. Chevrolet), Buick (Burman), Fal (Pearce), and Mercedes (Wishart).

Kincaid was the quickest at the start, and at the end of the first lap his National was leading the bunch. After the initial lap the contest practically developed into a duel between the Marmons and Buicks. The two Buick drivers, L. Chevrolet and Burman, alternated in holding the lead up to the 152d mile, and then Dawson drove his Marmon to the fore, and, despite the desperate chase of the Buicks, he succeeded in holding the lead until the end.

Dawson's time was 2 hours 43 minutes 26.13 seconds. Burman finished about 300 feet behind the winner, with Harroun, in a Marmon, a close third. Every one of the entrants made a stop during some period of the race, many of

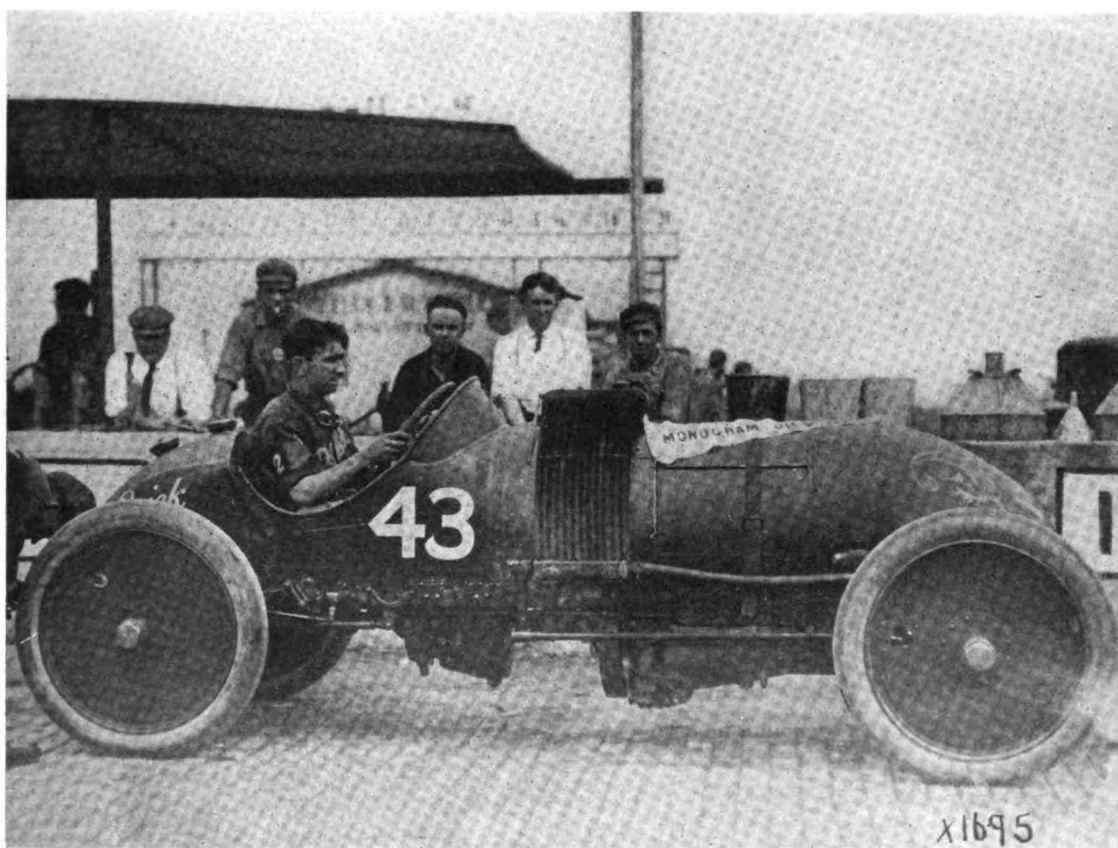
the drivers being troubled with tires. Dawson's only stop was during the 48th lap of the two-mile course, when he changed a tire. The only mishap to occur was when the Pope-Hartford, driven by Clemens, broke its steering gear on the back stretch. The car turned around on the track several times and then headed for a ditch at the side of the course. The machine remained in an upright position, and Clemens held his seat and was uninjured.

The time, as announced, was as follows:

Ten miles, A. Chevrolet, 8:18.72; 20 miles, A. Chevrolet, 14:10.7; 30 miles, A. Chevrolet, 25:22.97;

ing a Benz, won the 20-mile free-for-all, his time being 14 minutes 6.72 seconds. Aitken, driving a 6-cylinder National, was second, while Burman (Buick) was third. The other entries were Harroun (Marmon), Tripp (Stoddard-Dayton) and Zengle (Chadwick). Three Herreshoffs were the only entries in the five-mile race for stock cars under 160 cubic inches piston displacement. Montague Roberts' car won, his time being 5 minutes 22.87 seconds. Herreshoff was second and McCormick third.

The 10-mile race, for cars of the 161-230



BOB BURMAN IN FAST TRAVELING BUICK

40 miles, Burman, 33:59.41; 50 miles, Burman, 42:05.32; 60 miles, Burman, 50:16.05; 70 miles, A. Chevrolet, 58:13.27; 80 miles, A. Chevrolet, 1:06:14.65; 90 miles, A. Chevrolet, 1:14:14.42; 100 miles, A. Chevrolet, 1:22:10.95; 110 miles, A. Chevrolet, 1:30:00.08; 120 miles, Burman, 1:37:50.03; 130 miles, Burman, 1:45:50.36; 140 miles, Burman, 1:53:53.30; 150 miles, Burman, 2:01:54.24; 160 miles, 2:09:53.53; 170 miles, Burman, 3:19:07.83; 180 miles, Burman, 2:26:51.46; 190 miles, Dawson, 2:35:17.93.

In the other events of Monday Hearne, driv-

ing a Buick, his time being 9 minutes 12.23 seconds. Burman (Buick) was second and B. Endicott (E-M-F.) was third. Heineman, in a Fal car, won the 5-mile event for cars of the 231-300 class. His time was 4 minutes 44.31 seconds. Pearce, in a Fal car, was second and Stinson, in a Black Crow, third. The 5-mile race for registered amateurs resulted in one of the most closely contested races held on the Speedway.

Wishart (Mercedes) won over Griener (National), by a margin of about six inches. The winner's time was 4 minutes 21.34 seconds.

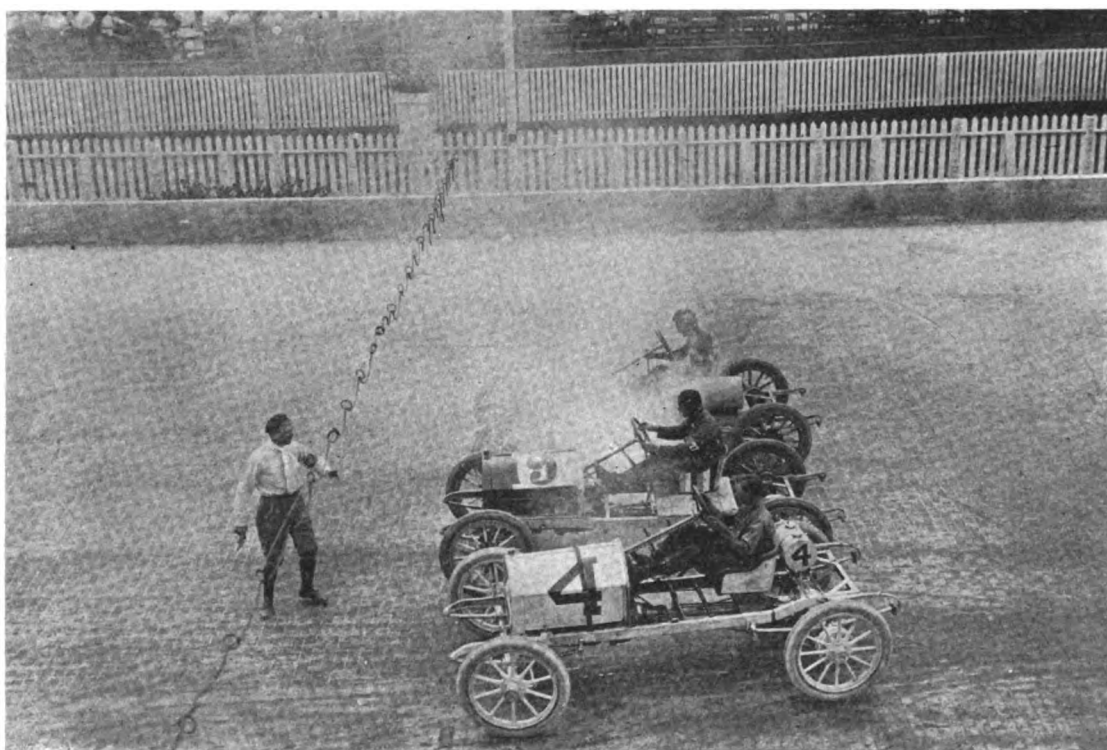
An exceptionally small crowd saw the races Saturday afternoon, not more than 5,000 persons being in the grand stand and bleachers, which have a seating capacity of 40,000. This was due to a small bit of rain that fell an hour before the races, and to the clouded skies that threatened to send more rain, but did not. During the day some of the most spectacular racing that has ever been seen at the Speedway occurred.

This was especially true of the Remy Grand Brassard and Trophy event of 100 miles, for cars of not more than 450 cubic inches piston

Davis, in Great Westerns; Cook and Stinson, in Black Crows; Harroun and Dawson, in Marmons; Pearce, in a Fal car, and L. Chevrolet, Burman and A. Chevrolet, in Buicks.

L. Chevrolet held the lead at the end of the first lap, with Kincaid second and Aitken third.

At the end of the ninetieth mile, Burman had regained the lead, after losing it between the fiftieth and sixtieth mile, with Dawson second and Kincaid third. The remainder of the race was between the Buicks and the Marmons, Kincaid falling behind. Burman won, with Dawson second, only five seconds behind. Harroun was third and A. Chevrolet fourth. The time was 1:20:35.63, lowering the former mark for the distance of 1:23:42.1, made by



STARTER "WAG" LINING UP THE LITTLE ONES

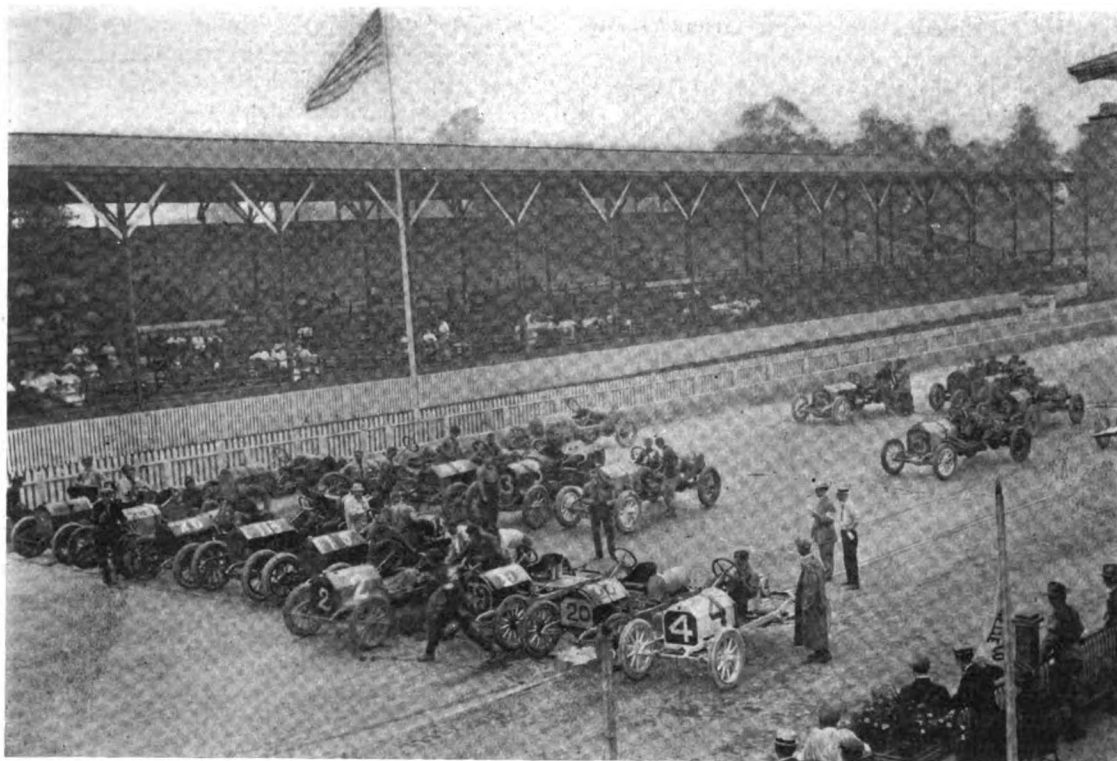
displacement. For the first half of the distance it seemed to be any man's race, the field was running in bunches, with only inches separating some of the contestants. Dawson, in a Marmon, lost by only five seconds, Burman, in his Buick, having a lead of about 400 feet at the finish. Harroun, in his Marmon, was crowding Dawson for second place.

There were thirteen starters. These were Kincaid and Aitken, in Nationals; Moore and

Kincaid in a National at the Speedway in May.

The time during the race was as follows:

Ten miles, Kincaid, 8:4.35; 20 miles, Kincaid, 15:54.48 lowering mark of 15:57.63, made by Harroun in a Marmon at Atlanta; 30 miles, Kincaid, 23:43.39 (lowering mark of 24:18.15, made by Harroun at Atlanta); 40 miles, Burman, 31:46.2 (lowering mark of 32:30.37 made by Harroun at Atlanta); 50 miles, Burman, 39:47.86 (lowering mark of 40:28.1 made by Dawson in Marmon at Atlanta); 60 miles, Dawson, 48:15.29 (lowering mark



JUST BEFORE START OF A 10-MILE FREE-FOR-ALL

of 48:21.74 which Dawson made at Atlanta); 70 miles, Dawson, 56:05.65 (lowering mark of 56:17.4 Dawson made at Atlanta); 75 miles, Dawson, 1:00:08.5 (lowering mark of 1:09:47, made by Chevrolet in Buick at Indianapolis); 80 miles, Dawson, 1:04:24.48; 90 miles, Burman, 1:12:27.84 (lowering mark of 1:15:51.3, made by Kincaid in National at Indianapolis); 100 miles, Burman, 1:20:35.63 (lowering mark of 1:23:43.1, made by Kincaid at Indianapolis).

The mile trials Saturday were not out of the ordinary, the best time being 38.3, made by Burman, in a Buick; Aitken, in a National, covered the distance in 40.54, while Hearne's time, in a Benz, was 40.8.

In the event for cars of 160 cubic inches piston displacement and under, Roberts, driving a Herreshoff, won, his time being 10:37.6. There were six entries in the 10-mile race for stock race of the 161 to 230 class, and L. Chevrolet, in a Buick, won in 8:55.4. Burman, in a Buick, was second.

The five-mile event, for cars of the 231 to 300 class, was also won by L. Chevrolet, in a Buick, his time being 4:08.3. This lowered the mark of 9:03.6, made by Burman in Indianapolis. Another new record was made, and incidentally there was some exciting racing, in

the ten-mile event for stock cars of the 301 to 450 class. L. Chevrolet, in a Buick, again proved a winner, his time being 7:54.8, lowering the former record of 7:56.45, which Burman made in a Buick on Friday.

The entries were Kincaid and Aitken, in Nationals; Ireland, in a Midland; Dawson and Harroun, in Marmons, and L. Chevrolet and Burman, in Buicks. At the end of the first lap Kincaid was first, Dawson second and Harroun third. At the end of the second lap Kincaid was still in the lead, Dawson being second and Chevrolet third. These positions were unchanged at the end of the third lap. The fourth lap was a neck and neck race, Chevrolet winning, while Aitken, who had been running fourth, came in second, Dawson third, Harroun fourth, Burman fifth and Kincaid sixth.

A twenty-mile race, for stock cars of the 451 to 600 class, brought out but three entries—Wilcox, in a National; Greiner, in a National, and Grant, in an Alco. Grant was a winner from the first, Greiner and Wilcox following at well scattered distances, finishing in that order. Grant's time was 16:27.13.

Twenty-one cars lined up for the 10-mile

free-for-all handicap, the winner being Robertson, in a Simplex, who was handicapped 2 minutes and 25 seconds, Smith, in a National, handicapped 1 minute and 5 seconds, being second, and Ireland, in a Midland, handicapped 50 seconds, third. Robertson's time was 6:53.38.

The race for registered amateur drivers at 10 miles, brought out Tousey and Greiner, in Nationals, and Wishart, in a Mercedes. Greiner won in 8:16.6, Tousey finishing second and Wishart falling out in the fourth lap.

The Technical Committee ruled out Wishart on the ground that the Contest Board of the A. A. A. in New York did not have on file a certificate from the manufacturers for the manufacturer's agent. A. R. Pardington, referee, overruled the Technical Committee, and A. L. McMurtry, chairman of the Technical Committee, then took an appeal to C. W. Sedwick, representative at the meet of the Contest Board of the A. A. A. The matter will now come up before the Contest Board of the A. A. A. Under Pardington's ruling, Wishart was declared eligible for the registered amateur event and for the Cobe trophy.

There were six entries in the five-mile free-for-all, which was won by Aitken, driving a National, in 3:38.72, Robertson, in a Simplex, finishing second and Hearne, in a Benz, third.

Features of the Friday meet, of course, were the G. and J. trophy race, at 50 miles, and the free-for-all Speedway Helmet race, at 10 miles. The attendance was fair, but not as large as had been expected.

In the G. and J. trophy event, for cars of the 231 to 300 class, were entered: Fox, in a Pope-Hartford; Moore and Davis, in Great Westerns; Cook and Stinson, in Black Crows; Harroun and Dawson, in Marmons; L. Chevrolet and Burman, in Buicks, and Heineman and Pearce, in Fal cars.

There were no mishaps in the race, only one car being obliged to stop for tire repairs. Burman won in 40:03.7, Chevrolet finishing second and Pearce third. The time was as follows:

Ten miles, Chevrolet, 8:17.81; 20 miles, Burman, 16:21.5; 30 miles, Burman, 24:19.1; 40 miles, 32:16.05.

The best time made in the time trials was as follows:

One mile, Buick (Chevrolet), in 37.95; kilo meter, same car and driver, 22.43; half-mile, 17.54; one-fourth mile, Burman in Buick, 8.51.

Montague Roberts, driving a Herreshoff,

won the five-mile race for stock cars of 160 cubic inches and under, his time being 5:30.61. Meddock, in an Ampire, was second and McCormick, in a Herreshoff, third.

L. Chevrolet won the five-mile event for cars of the 161-230 class in 4:40.8, driving a Buick, Burman, in the same make car being second and Miller, in a Warren-Detroit, third. The 10-mile race, for cars of the 231-300 class, was taken by Burman, in a Buick. Time, 8:14.46. Dawson, in a Marmon, finished second and Harroun, in a Marmon, third.

The succeeding event of 15 miles, for cars of the 301-450 class, was also won by Burman, in a closely contested fight, Aitken, in a National, crowding him for first honors. Chevrolet, in a Buick, finished third. Burman's time was 11:46.42.

The 10-mile race, for stock cars of the 451 to 600 class, brought out Grant, in an Alco; Wilcox and Greiner, in Nationals, and Ireland, in a Stoddard-Dayton. Grant won in 8:03.09. Sutcliffe, driving a Maytag, won the 10-mile free-for-all handicap, his handicap being 3:50 and his actual running time being 10:01.78. Davis, in a Great Western, with a handicap of 3 minutes, was second and Miller, in a Warren-Detroit, with a handicap of 2:51, was third.

Griener and Tousey, in Nationals, were the only starters in the 5-mile event for registered amateur drivers, and Griener won in 4:14.95.

The 10-mile free-for-all, for the Speedway Helmet, which was won at the May meet by Burman, in a Buick, brought out a large field of entries, including Aitken, in a National; Zengle, in a Chadwick; Hearne, in a Benz; E. Ireland, in a Stoddard-Dayton; Harroun, in a Marmon, and L. Chevrolet and Burman, in Buicks. Burman was forced out in the first lap, at the end of which Aitken was leading with considerable distance between himself and Hearne. In the second lap Hearne took the lead and held it for the remainder of the race, Aitken being compelled to withdraw in the third round of the course. Wilcox, in a Simplex, withdrew during the same lap. Hearne won easily, with Harroun second, more than 9 seconds behind. Zengle was third. Hearne's time was 7:13.

The only accident that happened during the first two days occurred Saturday afternoon, when the left front wheel of Wilcox's National came off on the northeast turn, sending the car to the cement wall along the outside of the

course. The car followed the wall about fifty feet, then shot to the inside field and stopped in the mud. Wilcox kept his seat and was not injured. This accident occurred during the 100-mile race for the Remy Brassard.

Summaries, July 1

Five-mile race, for cars of 160 cubic inches piston displacement.—Won by Herreshoff (Roberts); second, Empire (Maddock); third, Herreshoff (McCormick). Time, 5 min. 36 1-10 sec.

Five-mile race, for cars with a piston displacement ranging from 161 to 230 cubic inches.—Won by Buick (L. Chevrolet); second, Buick (Burman); third, Warren-Detroit (Miller). Time, 4 min. 40 4-5 sec.

Ten-mile race, for cars with a piston displacement of from 231 to 300 cubic inches.—Won by Buick (Burman); second, Marmon (Dawson); third, Marmon (Harroun), 8 min. 14.46 sec.

Ten-mile race, for cars with a piston displacement of 451 to 600 cubic inches.—Won by Alco (Grant); second, National (Wilcox); third, National (Griener). Time, 8 min. 3 9-10 sec.

Ten-mile, free-for-all, handicap.—Won by Maytag (Sutcliffe), handicap, 3:50; second, Great Western (Davis), 3:00; third, Great Western Miller), 2:51. Time, 6 min. 11 7-10 sec.

Five-mile, free-for-all, amateurs.—Won by National (Griener); second, National (Tousey). Time, 4 min. 14.95 sec.

Ten-mile, free-for-all.—Won by Benz (Hearne); second, Marmon (Harroun); third, Chadwick (Zengle). Time, 7 min. 13 sec.

Fifty-mile race.—Won by Buick (Burman); second, Buick (A. Chevrolet); third, Fal (Pearce); fourth, Pope-Hartford (Fox); fifth, Fal (Heineman). Time, 40 min. 3 sec.

Fifteen-mile race, for cars with a piston displacement of 301 to 450 cubic inches.—Won by Buick (Burman); second, National (Aitken); third, Buick (L. Chevrolet). Time, 11 min. 46.42 sec.

Summaries, July 2

Time trials to lower world's speedway record.—Buick (Burman), 38.3 sec.; Benz (Hearne), 40.8 sec.; National (Aitken). Time, 40.54 sec.

Ten miles, stock chassis with a piston displacement under 160 cubic inches.—Won by Herreshoff (Roberts); second, Empire (Merz) third, Herreshoff (Herreshoff). Time, 10 minutes 37.6 sec.

Ten miles, stock chassis, with a piston displacement ranging from 161 to 230 cubic inches.—Won by Buick (L. Chevrolet); second, Buick (Burman); third, E-M-F. (Endicott). Time, 8 min. 55.4 sec.

Five miles, stock chassis, with a piston displacement ranging from 231 to 300 cubic inches.—Won by Buick (L. Chevrolet); second, Buick (Burman); third, Marmon (Dawson). Time, 4 min. 8.3 sec.

Ten miles, stock chassis, with a piston displacement ranging from 301 to 450 cubic inches.—Won by Buick (L. Chevrolet); second, National (Aitken); third, Marmon (Dawson). Time, 7 min. 54.8 sec.

Twenty miles, stock chassis, with a piston displacement ranging from 451 to 600 cubic inches.—Won by Alco (Grant); second, National (Grenier); third, National (Wilcox). Time 16 min. 27.13 sec.

Ten-mile, free-for-all, handicap.—Won by Simplex (Robertson); second, National (Smith); third, Midland (Ireland). Time, 6 min. 53.38 sec.

Ten miles, stock chassis, amateur drivers.—Won by National (Grenier); second, National (Tousey); third, Mercedes (Wishart). Time, 8 min. 15.5 sec.

Five-mile, free-for-all.—Won by National (Aitken); second, Simplex (Robertson); third, Benz (Hearne). Time, 3 min. 39.11 sec.

One hundred miles, stock chassis, with a piston displacement ranging from 301 to 450 cubic inches.—Won by Buick (Burman); second, Marmon (Dawson); third, Marmon (Harroun); fourth, National Kincaid). Time, 1 hour 20 min. 35.6 sec.

Summaries, July 4

Five miles, stock chassis, with a piston displacement ranging up to 160 cubic inches.—Won by Herreshoff (Roberts); second, Herreshoff (Herreshoff); third, Herreshoff (McCormick). Time, 5 min. 22.87 sec.

Ten miles, stock chassis, with a piston displacement ranging from 161 to 230 cubic inches.—Won by Buick (L. Chevrolet); second, Buick (Burman); third, E-M-F. (Endicott). Time, 9 min. 12.23 sec.

Five miles, stock chassis, with a piston displacement ranging from 231 to 300 cubic inches.—Won by Fal (Heineman); second, Fal (Pearce); third, Black Crow (Stimson). Time, 4 min. 44.31 sec.

Cobe Trophy, 200 miles, stock chassis, with a piston displacement ranging from 451 to 600 cubic inches.—Won by Marmon (Dawson); second, Buick (Burman); third, Marmon (Harroun). Time, 2 hours 43 min. 26.13 sec.

Five miles, stock chassis, amateur drivers.—Won by Mercedes (Wishart); second, National (Grenier); third, National (Tousey). Time, 21.34 sec.

Twenty-mile free-for-all, rolling start.—Won by Benz (Hearne); second, National (Aitken); third, Buick (Burman). Time, 14 min. 6.72 sec.

Cup Winners in New Jersey Run

The New Jersey Automobile and Motor Club announced the following cars to be the official perfect score contestants of the endurance run of June 18:

Class A.—No. 34, Cadillac.

Class B.—No. 11, Haynes; No. 15, Franklin; No. 19, Buick; No. 28, Buick.

Class C.—No. 24, Hudson; No. 27, Hupmobile; No. 29, Ford.

Class D.—No. 6, Maxwell; No. 22, Jackson; No. 23, Columbia.

The Motor Record Cup will be given as a prize to the winner of Class A. In Class B the *Sunday Call*, of Newark, N. J., who offered a cup for the winner in this class, has agreed to furnish four cups instead of one.

Glidden Winners Declared When Tour Ends

CHICAGO, Ill., July 2.—After sixteen days of the hardest traveling Glidden tourists have ever been called upon to endure, the 1910 A. A. A. tour came to an end in Chicago, Ill., on June 30. No car survived the run with a perfect score, and this is the first time in the history of the tour that such a thing has happened. Heretofore some one car has always managed to pull through with a clean sheet, but this year the route was so hard and the schedule so strict that no car could stand the terrific strain to which it was subjected. Yet, even with the penalties marked against the cars, it is considered that the tourists established a remarkable record.

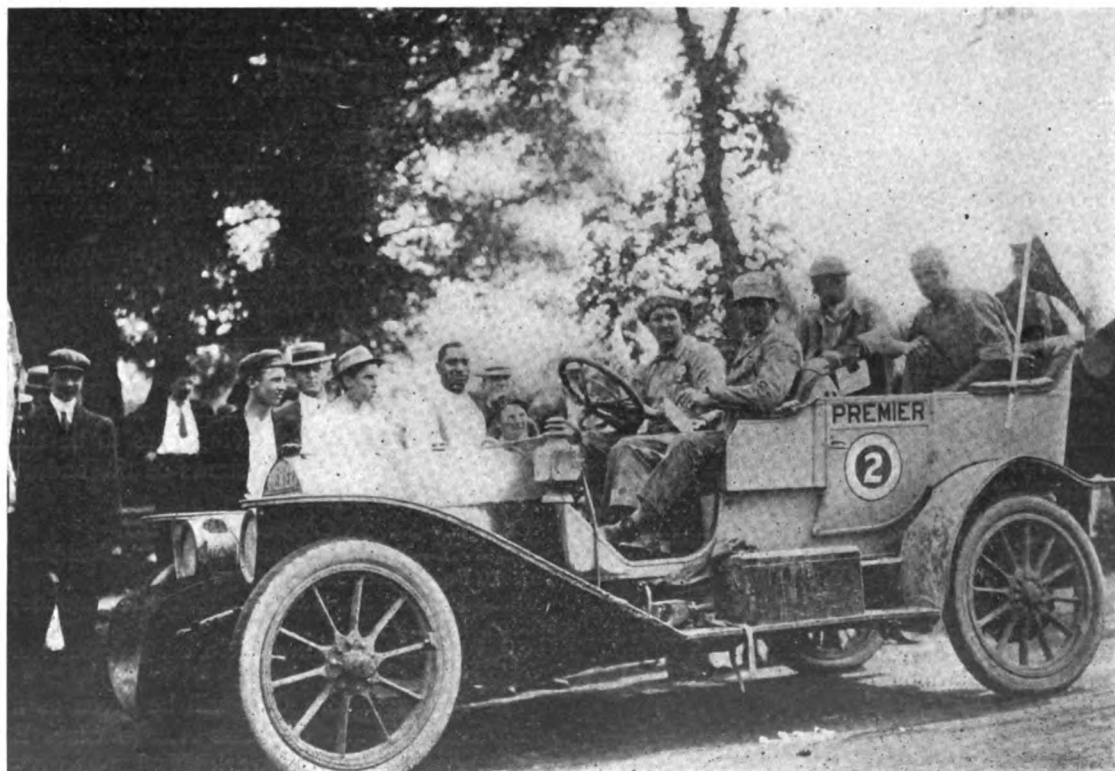
Premier car No. 1, with Ray McNamara as pilot, was declared winner of the Glidden trophy, he finishing with a total of 93 demerits against his car. The Chalmers No. 5, driven by Bill Bolger, came second with a total of 116 points penalties, and third place went to Maxwell No. 7, driven by Wells, with a score of 806 points. Fourth place went to Premier No. 2, Ballinger pilot, with 806 points. Glide No. 10

had 2,247 scored against it, and Cino No. 15 finished with 2,414 points penalties.

In the contest for the Chicago trophy, Moline No. 100 was declared the winner, with a total of only 19 points scored against it. The other awards are: Maxwell No. 107, 51 points; Moline No. 102, 64 points; Moline No. 101, 81 points, and Lexington No. 103, 2,042 points.

These penalties, in both classes, include all the road and technical points scored against the cars, both during the tour and at the final examination in the Royal Garage, Chicago, by the Technical Committee of the A. A. A.

A protest was filed against the Premier car winning the tour by the Chalmers Company, which alleged that the winner carried an auxiliary oil pump which is not a part of the regular stock equipment. F. E. Edwards, of the Technical Committee, was sent to Indianapolis to inspect the stock cars, but before he presented his report, it was ruled that the protest was illegal on the grounds that the rules made it obligatory to file all protests regarding stock qualities before the tour was started. Imme-



THE TROPHY-WINNING PREMIER CAR



CHALMERS 5 IS CAPTURED BY GUTHRIE CENTRE BELLES

diately after this decision was announced the Chalmers Company announced its intention of carrying the matter to the Contest Board of the American Automobile Association.

According to the finding of the Technical Committee, which consisted of David Beecroft, Berne Nadill and Otto von Bachelte, most of the penalties inflicted were of a technical na-

ture. In the case of the Premier winning car only nine points penalization were incurred on the road, the others being inflicted on the examination in Chicago, as follows: 64 points on the brakes, 5 on a damaged axle and 15 for minor troubles such as loose front wheel spindles, leaky water connection, broken engine hanger bolt and loose spring clips.

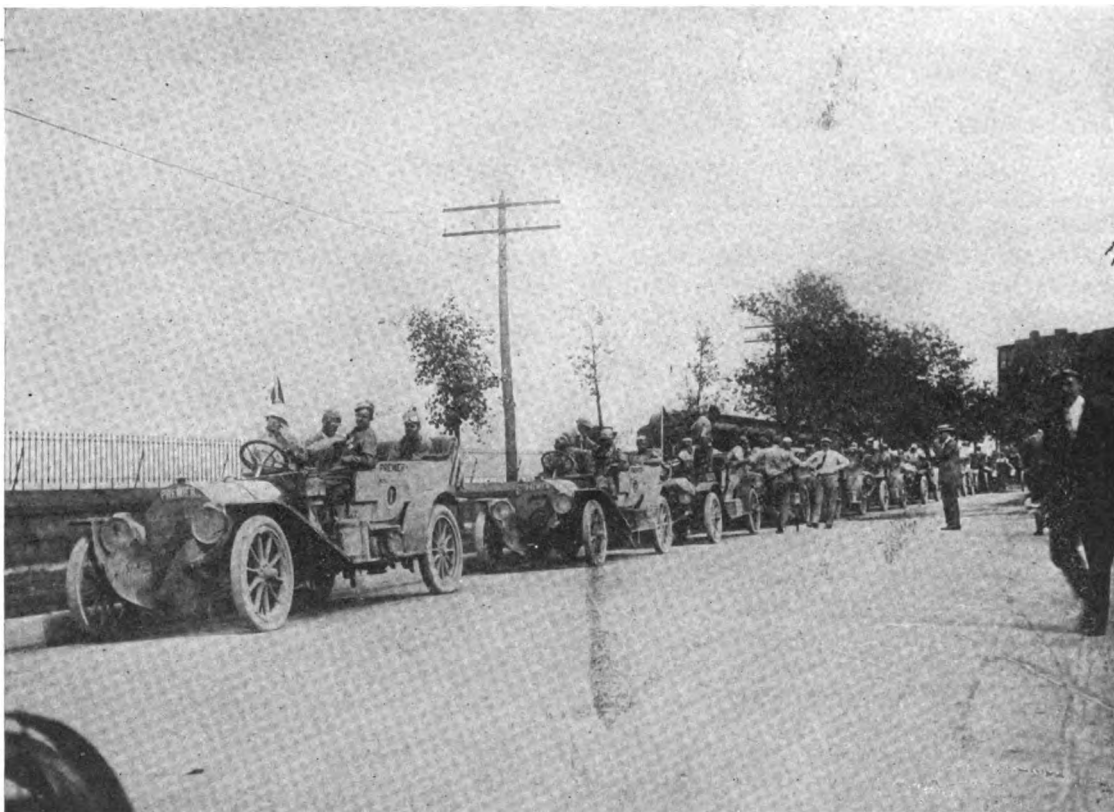


HOW THE TOURISTS LOOKED NEAR THE END

The Halladay car, which was the only press car which followed the trail for the entire distance of 2,851.9 miles, pulled into Chicago with the contestants. Other cars which came in were the two Cadillac gun cars, carrying cadets from the Northwestern Military Academy; the Chalmers No. 3, which was disqualified, but finished the run anyway; the Chalmers No. 4, which acted as a pilot car; the Columbia pacemaker; Great Western, press car; Falcar No. 108; Ohio No. 12; Reo, checkers car; Wescott, press car, and the two Carter cars which were contestants originally, but fell out and then continued the trip. The Rapid truck, which made the run as far as

these events and that a harder test of the running powers of automobiles under all conditions could scarcely be devised.

There were runs over railroad ties, over roads that were full of stumps, over miles of jagged rocks, through quicksand and deep streams, in dark and crooked forest paths and through mud that had the tensile properties of taffy. Eight punctures were sustained by one machine in a single day. During the travel over the stumps in the Tennessee roads, three mufflers were yanked out bodily, and in another case a car sank so deeply into the quicksand that it was necessary to use block and tackle to get it free.



THE ARRIVAL AT CHICAGO

Kansas City, fell out there to compete in a Kansas City to Mexico run.

It is the consensus of opinion generally among the contestants in the tour and among Chicago automobile men, that there will be another Glidden tour next year, but that it will be one not calculated to give the cars such a severe test. It is unanimously agreed that this tour was the most exacting in the history of

But the last two days of the tour were over good roads, and this had a mollifying effect on the tempers of the contestants, who were all more or less worn with the heavy work they had been called upon to do and the loss of sleep they had to endure. The extreme heat encountered during three or four days also acted on the tempers of the tourists, and did not encourage anyone.

30,000 People Watch Wildwood Races

Although there were no new records established in the speed line, the annual Independence Day automobile race meet of the North Wildwood. (N. J.) Automobile Club was one of the most successful events held in the Mosquito State. The speed trials were held on Central Avenue, Wildwood, and a crowd of more than 30,000 persons lined the course and cheered enthusiastically as the cars sped over the perfect road. J. Fred Betz, 3d, the wealthy young Philadelphia amateur, who participated

among the automobile events was made by a Houpt-Rockwell, driven by Harry Hartman. Mrs. Juan Cuneo was granted permission to drive her Knox Giantess an unofficial mile against time, and she finished in 54 1-5 seconds. Louis Disbrow, in the same car, was timed for a mile in 51½ seconds.

The main event, the free-for-all, was won by Betz, in a Simplex, the time being 51 1-5 seconds. The Houpt-Rockwell was second in 53 1-5 seconds, and the Knox, with Louis Dis-



J. FRED BETZ, 3D (SIMPLEX), WINNING FREE-FOR-ALL

in the second annual Fairmount Park road race in Philadelphia, was the star performer.

Driving the same car that he had used in the big road race—a 90 hp. Simplex—Betz covered the mile course on Central Avenue in 45 seconds flat, which was nearly four seconds short of the record established last year by Leonard Zengle, in a Chadwick. The second best time

brow at the wheel, was third. The other cars in this event were the Chalmers and Speedwell. One of the most interesting events was a handicap for the winners of all previous races, the time allowances being based on the showings made by the cars in their respective events. Tom Berger, at the wheel of a Warren-Detroit, was the winner of this event. He was granted

an allowance of 26 seconds, and finished in 1 minute 10 2-5 seconds.

The other previous winners, with their handicap allowances, were: Stoddard-Dayton, 24 seconds; Pullman, 21 seconds; Buick, 11 seconds; Houpt-Rockwell, 11 seconds, and the American, 10 seconds.

In the other races impressive victories were scored by George Stranahan's Warren-Detroit, 1:06; the Buick (Tom Wilkie), 59 3-5; the Houpt-Rockwell, 59 4-5; the Stoddard-Dayton, 1:05 1-5; the American, 58 3-5; the Stoddard-Dayton, 10:3 2-5, and H. P. Hardesty's Pullman, 1:04 4-5.

In the motorcycle events, the board was swept clean by W. J. Tenbrier, on his flying Merkel. He won every one of the four events, and made the mile in the time trials in 45 4-5 seconds. The summaries follow:

First special event.—Won by No. 19, Simplex (J. Fred Betz, Jr.); second, Houpt-Rockwell (Harry Hartman). Time, 52 1-5 seconds.

Event No. 6.—Won by Warren-Detroit (George Stranahan); second, Buick (Tom Wilkie). Time, 1:06.

Event No. 7.—Won by No. 5, Buick (Tom Wilkie); second, No. 67, Buick (Dunsmore); third, E-M-F. (Frank Yerger). Time, 59 3-5 seconds.

Event No. 5.—Won by No. 16, Houpt-Rockwell (Harry Hartman); second, No. 64, Houpt-Rockwell (F. Sherman). Time, 50 4-5 seconds.

Event No. 8.—Won by No. 11, Stoddard-Dayton (F. Owen); second, No. 10, Speedwell (Ernest Steen); third, No. 8, Jackson (Ira L. Brown). Time, 1:05 1-5.

Event No. 9.—Won by No. 14, American (Norman Stadiger); second, No. 15, Palmer-Singer (George Parker); third, No. 12, American. Time, 58 3-5 seconds.

Event No. 11.—Won by No. 62, Warren-Detroit (Tom Berger); second, No. 63, Warren-Detroit (George Stranahan); third, No. 4, Warren-Detroit (J. L. Fritz). Time, 1:01 1-5.

Event No. 13.—Won by No. 11, Stoddard-Dayton (F. Owen); second, No. 8, Jackson (Ira E. Brown); third, Chalmers (C. J. Rogers). Time, 1:03 2-5.

Event No. 12.—Won by No. 21, Pullman (H. P. Harde); second, No. 10, Speedwell (Ernest Steen); third, No. 68, Mercer. Time, 1:01 3-5.

Event No. 15.—Won by No. 19, Simplex (J. Fred Betz); second, No. 15, Houpt-Rockwell (Harry Hartman); third, No. 24, Knox "Giantess" (Louis Disbrow). Time, 48 3-5 seconds.

Free-for-all.—Won by Simplex (Betz); second, Houpt-Rockwell (Hartman); third, Knox (Disbrow). Time, 51 1-5 seconds.

Special event.—Won by No. 14, American (Norman Stadiger); second, No. 15, Palmer-Singer (George Parker); third, No. 11, Stoddard-Dayton (F. Owens). Time, 54 2-5 seconds.

Event No. 16.—Handicap for all winning cars,

handicap based on time shown in previous races.—Won by No. 4, Warren-Detroit (Tom Berger), 26 seconds handicap. Time, 1:10 2-5.

Time trials, two trials allowed each car.—Won by No. 19, Simplex (J. Fred Betz); first trial, 45 seconds; second trial, 47 seconds. No. 24, Knox "Giantess" (Louis Disbrow); first trial, 52 seconds; second trial, 53 3-5 seconds. No. 22, Chalmers (C. J. Rogers); first trial, 55 3-5 seconds; second trial, 53 3-5 seconds. No. 17, Houpt-Rockwell (Stanley Martin); first trial, 48 2-5 seconds; second trial, 51 seconds. No. 62, Warren-Detroit (Tom Berger); first trial, 58 4-5 seconds; second trial, 61 1-5 seconds. No. 16, Houpt-Rockwell (Harry Hartman); first trial, 52 2-5 seconds; second trial, 53 4-5 seconds. No. 65, Sharp-Arrow (Sharp); first trial, 53 4-5 seconds; second trial, 55 4-5 seconds. No. 15, Palmer-Singer (George Parker); first trial, 57 seconds; second trial, 54 4-5 seconds. No. 20, Packard (Charles Sherman); first trial, 1:02 4-5 seconds. No. 10, Speedwell (Ernest Steen); did not finish. Special time trial allowed Knox "Giantess" (Mrs. John Cuneo). Time, 54 1-5 seconds.

On the day previous to the time trials on Central Avenue the North Wildwood club conducted its first run from Camden to Wildwood, and Miss Marie Gallagher, of Philadelphia, driving a Franklin car, won the event with a penalization of only $5\frac{3}{4}$ points against her car. The route covered 121.6 miles, and included the following places: Woodbury, Alloway, Bridgeton, Millville and Cape May. Observers were secreted along the route and recorded the time at which each automobile passed. Winners were determined upon the basis of the most constant running, the drivers being given a uniform time in which to complete the distance.

Miss Gallagher drove with splendid judgment and defeated many drivers of the opposite sex. F. B. Wildman, of Norristown, was second, in a Chadwick, with 6 points penalty, and a Stanley Steamer, driven by Walter Harper, was third, with $8\frac{1}{2}$ points.

The following ten cars finished in this order: Car No. 12, Cadillac, driver H. C. Keller; car No. 21, Chalmers, driver Harold Gilpin; car No. 6, Cadillac, driver R. H. Hagerling; car No. 8, Jackson, driver Ira L. Brown; car No. 37, Reo, driver R. S. Smith; car No. 1, Cadillac, driver F. L. Paxon; car No. 27, Oldsmobile, driver Edward R. Rusk; car No. 25, Autocar, driver H. T. Ballard; car No. 28, Mitchell, driver Kirby Wright.

Money collected by the State of Kentucky in automobile taxes will be used as a good roads fund.

Elmo II. Wins New York-Albany Race

The second annual New York to Albany and return race for power boats, under the auspices of the New York Motor Boat Club, which was started from off the club house of the promoting organization at 7 o'clock on Saturday night, July 2, was won by the Elmo II, owned by F. D. Giles, Jr., with an elapsed time of 32 hours, 17 minutes 35 seconds for the 270 nautical miles journey. The Nantucket, owned by John Myer, was the scratch boat and finished over 2 hours after the Elmo II. With the Elmo II's allowance of 1 hour 57 minutes 42 seconds it had an advantage of over 4 hours over the Nantucket at the finish. C. F. Chapman's Consort was third.

Twelve boats, ranging from 25 to 40 footers, answered the starter's gun Saturday night and shot across the line off the foot of 147th Street and the Hudson River. The Arlington was the first over the line, but the Elmo II soon passed this craft, and when the craft went out of sight of those on the club house porch the ultimate winner was at the head of the procession. The trip up the Hudson was one to test the navigating abilities of the yachtsmen. A heavy fog came up and several of the boats were in trouble. The Polar Star got as far as Newburgh and then anchored. Later she started again and reach Poughkeepsie and then gave up the race. Two racers anchored

off Hastings. The Monrave ran on a shoal below Poughkeepsie and was held there for four hours. As soon as she floated she proceeded, and eventually finished. The Leonie went aground at West Point and was held so long that she was withdrawn, her pilot seeing no hopes for winning.

The course was up the Hudson River to and around the west abutment of the railroad bridge off the Albany Yacht Club and return to off 147th Street, a distance of 270 nautical miles. The first boat to reach Albany was the Nantucket, which reached the turning point at 12.08 Sunday afternoon. She was followed by the Elmo II at 12.17, and the Consort arrived at Albany at 12.24. At 3.37 the Kid II made the turn. The Monrave made its appearance at 4.06 and it was followed by the Twin Kid at 4.33.

Many members of the N. Y. M. B. C. waited up all Sunday night for the arrival of the contestants. The Elmo II was the first to arrive, crossing the line at 3:17:35 Monday morning. The Nantucket was next at 5:25:53, then after a long wait came the Consort at 10:06:20. The Kid II finished at 10:17:01 and there was another long wait. The Twin Kid finished at 3:45:51 P. M., Monrave at 4:05:15 P. M., and Lillian, the last boat to be timed, at 4:11:25 P. M.

Several Licenses Revoked in New Jersey

With the coming of summer there has been a considerable increase in the business of the State Motor Vehicle Department of New Jersey. Many cases of alleged violation of the law comes under its notice, and in disposing of these it has its hands full.

Commissioner J. B. R. Smith has ordered the revocation of the driver's license carried by Harry E. Hanners, of East Orange, on the charge that he repeatedly took out a car of his employer, W. K. Vanderpool, of Newark, without his permission or knowledge. It was also charged that Hanners frequently drove a car when in no condition to be at the steering wheel.

The car registration and driver's license of Dr. C. B. Lambert, of Riverdale, were summarily revoked on July 1. No reason is given.

James Moses Gray, of Summit, was ordered

to show cause why his registration should not be cancelled and why his driver's license should not be revoked. It is charged that Gray has allowed his son, a boy under 16 years of age to run the car.

Kincaid is Killed at Indianapolis

Thomas Kincaid, a well-known automobile racing driver, was killed at the Indianapolis Motor Speedway, Indianapolis, Ind., on the afternoon of July 6, when the National car he was driving in practice, ran off the southeast embankment of the course and turned turtle, burying him under the wreckage. Kincaid had driven National cars exclusively for the last two years, his last notable victory being at Atlanta, Ga., early this year, when he, and his partner, Tommy Aitken, won the 200 mile race.

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"Three Flags" Tourists Near Mexican Border

Variable weather greeted the Flanders "20" on its last day in Oklahoma, while proceeding from Quebec, Canada, to the City of Mexico, on its "Under Three Flags" tour. First it was clear, cool and pleasant, the roads being good and giving the crew of the little car a hope that June 29 would be a day long to be remembered for the pleasure it brought in its train. But the fates willed otherwise. Hardly had the car finished ten miles over dry sand, than the rain descended and the next 20 miles was through a clay road, the wheels sinking a foot deep in the ooze. The last 30 miles of the day's journey was over fine prairie roads, however, and the car pulled into Colbert, Okla.—which is almost on the borderline of Texas—none the worse for its arduous trip.

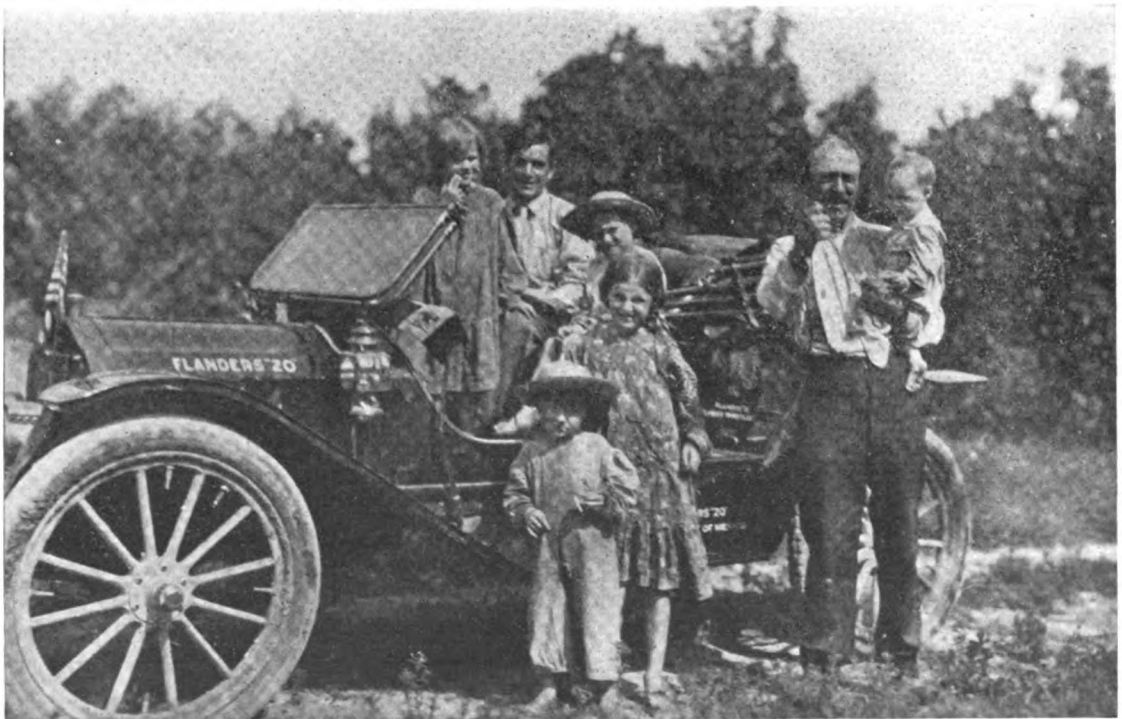
An early start was obtained from Colbert and at Denison, Texas, W. J. Lane, who had started from Quebec to pilot the car to its destination, relieved Meinzinger, who had substituted for him, and Meinzinger left for his home by train. Lane resumed his duties in the midst of a drenching rain storm and, merely remarking to Historian Bruske that it was the kind of weather he expected, he com-

menced on the last lap of the journey which will take in three countries before it is concluded.

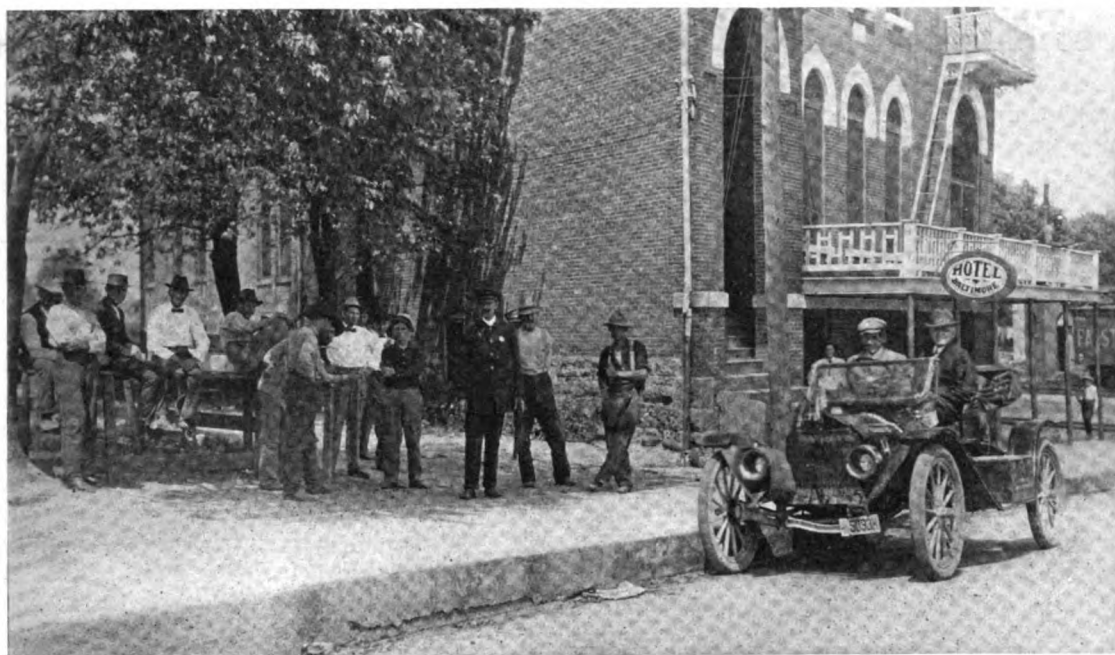
The run to Dallas, Texas, on June 30, was without incident. When a few miles out from the Texas city, the car was met by a large delegation of Flanders owners and they escorted it and its crew into the city, with flags flying and horns tooting. On the night of June 30, the car was given a thorough cleaning and was then exhibited, washed of the accumulation of mud, in the window of the Studebaker store.

July 1, proved to be a very hard day for both the car and its crew. Leaving Dallas in the early morning, the route carried the tourists in the wake of a heavy rainstorm. The roads were a sea of mud, but the ditches carried off most of the water, the progress of the car being between streams most of the time until within a few miles of Waco. But even with this handicap, the car covered 104 miles, reaching Waco in good shape and with its crew not unduly tired.

The trip through Texas so far has been productive of many results, say the local deal-



A TYPICAL OZARK MOUNTAIN FAMILY



ROLLA (MO.) CITIZENS DISCUSS CAR'S APPEARANCE

ers. They claim that every farmer who has seen the car overcome the rain and poor roads, has inquired the price of such a car and that the tour will result in doubling their sales in Texas during the coming season.

On the road to Austin on July 2, the car was called upon to travel over 108 miles of road of which only 15 had been constructed to shed water. For three days it had rained there, and the car and its crew had a particularly hard time. There was little mud to bother the tourists, but the ruts were many and deep and the highway looked like a piece of corrugated iron.

Leaving Austin on July 3, the monotony of the trip was broken by a chase after two negroes who had robbed a store at Buda, a little town about 20 miles south of Austin. The marshal of the town was hot on the trail of the fugitives, but his horse was all in when he was overtaken by the "Under Three Flags" tourists. He gladly accepted their car and with it was enabled to catch the robbers near San Marcos.

When near New Brunfels, a heavy rain was encountered and this made the roads, which up to then had been far from pleasant to travel over, more like a trail of railroad ties than anything else, but, despite it all, the car was pushed on and San Antonio was reached early

in the evening with its crew tired out. The evening was spent in obtaining information regarding the road to Laredo, where the Mexican boundary will be crossed.

"Twice Around Clock" Race Postponed

The second 24-hour race of the season, which was scheduled to be held on the 15th and 16th of this month, at the Brighton Beach Motordrome, has been postponed until Friday and Saturday, August 19 and 20, because of the inability of the track superintendent to have the course in proper shape for the race on the original date. The decision to postpone the event was made on July 1, at a meeting of the Brighton Beach Committee of the Motor Racing Association, held in the city club house of the organization in West 58th Street.

William Clare, superintendent of the track, informed the promoters of the event it would not be possible to put the course into the condition demanded by the association in time to permit a 24-hour race to be run on July 15 and 16. He declared that this state of affairs was because of the delay in starting the work of preparing the track, due partially to the uncertainty as to whether horse races were to be held there in July, and also because of the excessive heat.

Condition of Highway Crossings in New York

Following the killing of the two daughters of Andrew Crawford, in an automobile accident on a grade crossing of the Long Island Railroad on July 3, Edward M. Bassett, of the Public Service Commission of New York, made an investigation and found that of the total highway crossings in New York State, 63 per cent. were unprotected, except for the presence of wooden signs as required by law.

The Public Service Commission complains that the present law is an impediment to immediate reform. As operative at present, special appropriations must be made by the Legislature before the elimination of a single grade-crossing can be undertaken. The law provides that the expense of reconstructing a grade-crossing shall be shared in the proportion of

one-quarter by the State, one-quarter by the community in which the improvement is to be established and one-half by the railroad. Thus far the State appropriations have been insufficient to meet with the improvements to which railroads have acquiesced. Although grade crossing reforms are progressing, the progress is dilatory. The record of the principal railroads up to January 1, 1910, follows:

Highway crossings in State, 10,544; unprotected except by crossing signs, 6,868; protected by flagmen, 816; protected by gates and flagmen, 721; protected by bells, 441; over-grade, 731; undergrade, 967.

Statistics showing the condition of grade crossings on the principal railroads in New York State follow:

	N.Y.C.	D.L.			N.Y.		
		L.Val.	&W.	D.&H.	Erie	O.&W.	L.I.
Highway crossings	3,106	767	538	740	1,118	513	931
Unprotected except by grade signs...	1,770	607	303	518	769	355	450
Protected by flagman.....	404	31	57	64	68	31	54
Protected by gates and flagman.....	208	24	44	50	72	14	148
Protected by bell.....	99	11	63	34	58	33	70
Over grade.....	302	29	30	25	66	27	85
Under grade	323	65	41	49	85	53	124

Americans at Good Roads Congress

The second annual international road congress will be held in Brussels this year, beginning July 31 and continuing until August 7. Among those from this country who will be in attendance are Howard Longstreth, chairman of the Good Roads Committee, and W. O. Griffith, chairman of the Touring Information of the Automobile Club of Philadelphia; Victor Breyer, Parisian representative of the American Automobile Association; General Aleshire, Asa Paine, a former vice-president of the A. A. A., of Minneapolis, Minn.; Col.

Spencer Cosby, Nelson E. Lewis, Clifford Richardson, William H. Wiley, Joseph W. Jones, John M. Goodell, representing the United States Office of Public Roads; Thomas W. Wilby, of the Touring Club of America, and E. L. Powers, secretary of the American Road Builders' Association.

The work of the congress is directed mainly toward securing uniformity in international touring conditions. It is also exerting its influence for the building of more and better roads and improving the existing highways.

Lowell Race Meet to be Held in September

It is announced that arrangements have been completed for holding a road carnival over the Merrimac Valley course at Lowell, Mass., on September 15, 16 and 17. According to the present plans, a light car race will be held on September 15. On the following day, time trials will be held and on the 17th, a long road race for big cars will be staged. It is said that entry blanks for the events are now in the

hands of the printers and will be sent out the early part of next week, together with a formal statement of the racing program. The Lowell course is a popular one, and September's meet is expected to be a capable preliminary to the Vanderbilt cup race on Long Island in October. It is announced that the manufacturers were canvassed several months ago and that many entries were promised.

Hitch in Georgia Over Auto Law

Measures governing automobiles have been passed by both branches of the Georgia Legislature and as there is some difference between the two bills, a conference will be necessary before the act will become operative.

The bill passed by the Senate provides that automobiles must be registered annually and that the fee for so doing shall be \$2, which will include the cost of a number tag which must always be displayed on the car. The proceeds of the \$2 tax will be devoted to the education fund. The bill limits the speed at which cars may be operated to 25 miles an hour; makes it illegal for any person under 16 years of age to operate a car on the highways; requires lights to be shown from sundown to sunrise when the car is in operation; requires the automobilist to stop when signaled to do so by any driver of a draft animal; says no intoxicated person may operate a car; makes violations punishable as for a misdemeanor; and provides that the act shall go into effect 60 days after its passage.

The measure passed by the lower house includes all these provisions with the exception of the clause making the law operative and it

says that the act shall go into effect on September 1, 1910. In addition to the sections of the Senate bill, the house measure provides that speed must not be greater than 6 miles an hour in approaching bridges, crossings, curves and descents; that operators must give warning when approaching pedestrians, either by whistle, horn or bell; that no person shall be allowed to throw glass, nails, tacks or other obstructions in the way of a car; and that any person who lives in another State may operate a car in Georgia for 30 days without registering it in Georgia.

Amendments have been made to the automobile ordinance in Atlanta, Ga. They provide that no one may run an automobile in that city without having secured a certificate of proficiency from the Board of Automobile Examiners; that every automobile must be registered with the clerk of council, who shall designate a number which must be attached to the car and that this shall be the only number displayed on the car; that the fee for registration shall be \$1; that license holders shall carry their certificates upon their person and show them on request.

Harmon Breaks American Records

Breaking all American records for sustained flight and coming very close to the foreign records, Clifford B. Harman, in a Farman biplane, stayed in the air for two hours, three and a half minutes, at Hempstead Plains, Long Island, N. Y., on July 2. When he descended he said that he could have remained aloft much longer had it not been for the intense heat, which made him very uncomfortable. He was greatly surprised when he found

that he had established a record.

Mr. Harmon's flight did not approach the records for speed or distance, as his machine is only capable of a speed of about 40 miles an hour. It is judged that, flying about 62 times around the course, he covered a distance of more than 125 miles.

The flight was the first to be made since the aviation field has been improved and the grand stand made ready for occupancy.

Sanction Mill Still Grinding

The sanction department of the Contest Board of the American Automobile Association still grinds, the following contests being officially approved of from June 25 to July 6:

No. 202.—July 4, Track, Dallas Automobile Club, Dallas, Texas.

No. 203.—July 16, Reliability, Motor Contest Association, 1777 Broadway, New York City.

No. 204.—July 24, Hill Climb, San Antonio Automobile Club, San Antonio, Texas.

No. 205.—July 8, Hill Climb, Taylor Auto Club, Taylor, Texas.

No. 206.—July 2, 3 and 4, Hawthorn Track, Chicago, Ill., Barney Oldfield, Toledo, Ohio.

No. 207.—July 18, Hill Climb, Kaatorskill Clove, Green County, N. Y., Motor Contest Association, 1777 Broadway, New York City.

No. 208.—July 10, Track, Latonia, Ky., W. H. Wellman and Homer C. George, Hotel Claypool, Indianapolis, Ind.

The Brooklyn Motor Vehicle Dealers' Association's reliability run, which bore sanction No. 201, has been postponed from July 19-20 to August 9-10.

Mrs. Fisher Nearing End of Tour

After a touring experience never before equalled by any woman and by few men, Mrs. Harriet Clark-Fisher, of Trenton, N. J., arrived in San Francisco, Cal., on June 17, and at once began preparations for the last lap of her automobile journey around the world. She started on her remarkable trip last summer in a Locomobile, motoring from her Trenton home to New York, thence by steamer to Europe and then driving to Lake Como, Italy, where she has a summer residence.

Taking to the road from there, she motored by easy stages down through many interesting points in Europe and Asia Minor, went by steamer to India and then toured through India, China and Japan. The steamer Siberia took the party from Yokohama to San Francisco and the remainder of the journey will be made overland in the car that has rendered such valiant service so far on the trip.

The Locomobile car in which the party are traveling is fitted up like a moving hotel. There is a tent, which is stowed away in the back of the machine, and with this the party found that they could camp with the greatest comfort. In India the hotels are few and far

between, and at most of the stopping places between Bombay and Calcutta they camped. Mrs. Fisher declares that she has made all of the journey without having to make any important repairs to the car or readjusting any of its machinery to any extent.

In going from Kobe to Yokohama the party passed through a country where an automobile was an entirely new sight, owing to the bad roads. These last were made only for "rickshaws," and, to quote Mrs. Fisher, "can hardly be said to have been made; they just happened." In several places they had to construct their own bridges in order to cross streams. On one stage of the journey the machine was accompanied by 12 coolies, who literally lifted it out of the mire, or around bad places on the side of the mountain. In other instances it was necessary to improvise boats to cross unbridgeable streams.

Mrs. Fisher is the widow of an engineer in the United States Navy. When he died she was left sole owner and personal manager of the Eagle Anvil Works at Trenton, N. J. She is making the plant earn money and she is the only woman member of the National Association of Manufacturers.

To Serve Summons Instead of Arresting

John J. White, a member of the New York Board of Aldermen, introduced into that body at a recent meeting a proposed ordinance which, if passed, will benefit many motorists. The ordinance will save many an automobilist who may break a minor law from the discomfort of spending many weary hours in a station house, prior to an arraignment in a police court.

Alderman White's plan is to have the police commissioner supply each patrolman with blank summons in form like the following:

Whereas, You have been apprehended upon a charge of, you are hereby summoned to answer said charge in the District, City Magistrates' Court of The City of New York, Borough of, Division, on the day of, 1910, at o'clock in thenoon of that day, and in case of your failure so to do, you will render yourself liable to immediate arrest.

Various sections of the proposed ordinance tell the police officer how to act in almost any

case that may come under his observation. In detail they are as follows:

Whenever any person shall be arrested by a member of the Police Department of The City of New York upon a charge of violating a corporation ordinance, the officer making such arrest shall not at that time take the said person so arrested into custody, but shall serve him with a summons similar to the one above, filling in the blank parts thereof, the name of the offender, the nature of the charge, the court in which he shall appear and the day and date thereof.

Upon being served with a summons as herein provided the offender shall be allowed to depart.

In the event of a refusal on the part of a person arrested as above to give his name and address to the officer or upon his refusal to accept such summons the said officer shall forthwith take him into custody and arraign him for examination on such charge before the nearest magistrate.

In the event of an offender served with a summons under the conditions herein set forth failing to put in an appearance pursuant to the command contained in said summons, he shall be subject to immediate arrest.

This ordinance shall take effect immediately.

Aviator Killed at Rheims Meet

The second annual international aviation meeting on the Betheny Plains, near Rheims, France, started under adverse conditions on Saturday, July 2, one of the aviators being killed on the initial day. While Charles Wachter was piloting his aeroplane through the air the machine suddenly buckled up and crushed to the ground from a height of about 500 feet. Wachter was instantly killed, his skull being smashed and his back broken. Wachter was the first of the contestants to appear for practice on the opening morning and in his Antoinette monoplane he battled long with a gale, amid the enthusiasm of the spectators, until rain compelled him to descend. He resumed his flights in the afternoon and was making fine progress when the wings of his machine doubled up and the monoplane dropped to the earth with lightening speed.

Throughout the morning and afternoon aeroplane after aeroplane had winged its flight around the field, as many as fifteen being in the air at one time. Despite the general gloom several aviators continued to fly after the ac-

cident until the official closing time. From indications on the opening day the meeting was expected to be more successful than that held at the same field last year. Seventy-two machines were entered, representing thirteen types. The competitors included Mons. Latham, Comte de Lambert, Sommer and other experts. The prizes amount to \$50,000. The meeting was scheduled to come to a conclusion on July 10.

Americans took the best prizes last year at the first international meeting at Rheims, but this year there are no American entries. It was at Rheims that Glenn H. Curtiss won the International Cup.

In the eliminatory races for the James Gordon Bennett Cup on July 5, the third day of the meet, piloting a Bleriot monoplane, covered 20 kilometers, 12 miles, in the record time of 13 minutes 8 seconds. Lindpainter, Leblanc, Baeder, Latham and Morane qualified to take part in the final. Latham covered 100 kilometers, about 60 miles, in 1 hour 23 minutes 25 seconds.

Aeroplane Attacks Imaginary Battleship

To demonstrate the efficiency of an aeroplane in time of war, Glenn H. Curtiss gave an interesting exhibition with his biplane at Hammondsport, N. Y., on June 30. Flying at various altitudes, ranging from 200 to 1,000 feet, he dropped imaginary bombs at a supposed battleship floating on the placid waters of Lake Keuka. Of the seventeen "bombs" dropped by Curtiss, fifteen landed within the line of buoyed flags which represented the battleship.

Soaring aloft in his aeroplane, Curtiss dropped from time to time pieces of lead pipe one inch in diameter and six inches long, and observers noted the spots where these struck the water. Fifteen of the missiles struck within the diagram representing the battleship's decks, which was a crude sort of parallelogram 50 by 400 feet in diameter. All of the actual hits were made from elevations of only a few hundred feet and at altitudes where, in real warfare, an aeroplane would have been shot into splinters by rapid fire guns on the secondary batteries before it could attempt to drop a missile. All attempts were

made as the aeroplane crossed above the decks abeam from port to starboard and vice versa.

One of the witnesses of the experiments was Rear Admiral W. W. Kimball, U. S. N., retired, and in speaking of Curtiss' performance he said:

"There was nothing in the trial that would lead one to suppose that in the present state of the art of aviation there is anything in a possible aerial attack to cause the slightest uneasiness to the commanding officer of a well ordered ship."

Recording Machine for Aeroplane

A machine for measuring and mapping the flights of airships has been devised by Professor Alexander G. McAdie, head of the United States Weather Bureau in San Francisco, Cal. It is a machine that will show the exact path of an airship, measuring with scientific accuracy the time of flight and the number of miles traveled, as well as showing the variations of elevation at all times during the voyage.

Thirty Cars in St. Louis Reliability Run

The first reliability run ever conducted by the automobile trade of St. Louis, Mo., was held on June 28, 29 and 30, under the auspices of the St. Louis Automobile Manufacturers' and Dealers' Association, and was won by a National car, driven by Charles Merz, who finished with a score of 992. An Oldsmobile, driven by B. W. Olin, and a Columbia, with Eddie Ernst up, tied for second place with scores of 991, and a Buick piloted by Frank De Laney took third position. The prizes were donated by the St. Louis Star.

Thirty cars were entered and they all started from Star Square, where they were given a rousing send off by a large crowd. The pace-maker had a 15 minute leeway and the pilot car was supposed to keep anywhere from an hour to an hour and a half ahead of the contestants. The pace-maker carried the officials of the contest.

The route led through northwestern Missouri, covered a distance of 418.1 miles and the controls were located as follows: Troy, noon control; Hannibal, night control; Macon, noon control; Mexico, night control; Warren-ton, noon control. This route led the contestants over some of the worst roads to be found

in Missouri, if not in the Middle States, and penalties were incurred with a frequency which was most disheartening to the tired tourists.

A heavy rain had left the road in anything but a desirable state, and chains were necessary for the larger part of the first day's run. Then came the true Missouri gumbo. This was worse than the slippery road on the cars, although it proved a trifle easier on the tires. But the absence of any rule governing speed made the drivers take chances, and all the cars were anywhere from 15 minutes to three-quarters of an hour ahead of their schedules in entering the various controls. In fact, at one stage of the contest, it was more like a road race than anything else.

Those having charge of the run were J. D. Lewis, referee; William Stevens, secretary Kansas City Automobile Club, who represented the American Automobile Association; J. H. Phillips, contest committeeman; George P. Dorris, president of the Dorris Motor Car Company; Stewart McDonald, vice-president Moon Car Company, and A. R. Van Antwerp, of the Van Automobile Company, technical committee.

Beware, New Jerseyites!

BOSTON. July 4.—New York and New Jersey motorists, the latter in particular, should familiarize themselves with the changes in the Bay State law which go into effect tomorrow, July 10. For example, the so-called reciprocity clause, allowing non-residents but 10 days in any one year in the Bay State, goes into effect then. But there is a qualifying clause, so that motorists from States where they do not grant similar privileges to Massachusetts motorists do not get the 10 day privilege. In other words, the New Jersey motorists traveling in Massachusetts this year are liable to be arrested the first day they enter the State, if they have not taken out a Massachusetts registration before hand. New Yorkers can go in and out but 10 days, despite the fact that New York allows Bay State motorists to use her roads as often as they want to.

If any of the touring motorists have big horns that make a wail or a screech they want to put on bulb horns also, for the shrieks, if

used within the city limits, will bring about arrests. The new law says no signal making an unreasonable or harsh sound may be used. Another thing to remember is that to cut out the muffler will also cause the driver to be arrested in Massachusetts, if it is done in the cities. Nor shall there be allowed to escape any unnecessary amount of smoke. Out in the country it is not now necessary to slow down and blow a horn at intersecting ways, provided the operator's view is not obstructed, but the driver must do so in the cities.

Chauffeurs need not wear badges in Massachusetts any more, but they must carry their licenses with them.

More than 80 of the inmates of St. Vincents' Orphanage, Leavenworth, Kan., were taken on a 26-mile ride by the Leavenworth Automobile Club on June 30. The little ones were given the treat of their lives and nothing was omitted that might add to their pleasure.

Enjoyable "Over-Fourth" Run

The second annual Owners' Sociability Run, under the auspices of the Touring Club of America, from New York to Waterbury, Conn., and return was held on July 2, 3 and 4, and John H. Murphy, of Mount Vernon, N. Y., won the first prize offered for the participant finishing the run in time closest to that selected by Vice-President James S. Sherman. Mr. Murphy drove his Premier touring car over the 200.8 miles in 745 minutes, which was 40 minutes faster than the secret time. First prize was a silver loving cup valued at \$100. The second prize, an automobile luncheon basket, was won by Herbert M. Moore, driving a Brush runabout, his time being 852 minutes. Third prize was won by E. C. Meurer, of Stapleton, S. I., his elapsed time being 859 minutes.

Eleven cars participated in the run, which started from Broadway and 76th Street on Saturday morning, July 2, between the hours of 9 and 12 o'clock, the entrants being at liberty to start at any time during that period. The tourists were favored with ideal weather

and road conditions throughout the three days and there was not even a tire puncture during the run. There were no restrictions on the actions of the entrants and they could go as they pleased, providing that the laws of the States of New York and Connecticut and regulations of the various municipalities through which they passed were observed.

The first day's run brought the tourists to Waterbury, where the night was spent. On Sunday, July 3, an informal run of 35 miles was made to Hartford, Conn., via Berlin and the return trip of 36 miles to Waterbury was made via New Britain. This run was not included in the secret time schedule. On Independence Day the return trip was made from Waterbury to New York. On this day no arrangements were made for a noon stop, all of the entrants supplying themselves with luncheon baskets at Waterbury, and when a good spot was sighted along the route a stop was made and the contents of the baskets were consumed. This proved an enjoyable feature.

Amateurs Have Fun at Sea Girt

Quite a number of society folk witnessed the automobile events held at the Sea Girt and Spring Lake Country Club, Sea Girt, on July 4. Several women participated in the various events. There were 23 entries for the first event, a slow race, the successful driver being required to regulate his car to make a mile as close to 3 minutes as possible. J. P. Kane, in a Stearns, won first prize, his time being 2 minutes 57 seconds. Mrs. W. H. T. Huhn, Mercedes, was second in 2 minutes 56 seconds, and Clark Clayton, Brush, was third in 2 minutes 55 seconds.

The obstacle race was held on the pole cam-

pus and caused considerable excitement. It was won by Clark Clayton in a Hudson. His time was 1 minute 17 seconds. J. P. Kane, in a Stearns, was second, and W. Swain, Winton, was third. A. H. Osborne won the automobile race in 1 minute 12 seconds for the half mile, Gibbs and Swain being tied for second place. The high gear 100 yard race was won by Miss Palmer, in a Hudson, in 15 seconds. The "week end" race, which required the entrants to do amusing feats, was won by W. J. Schroeder in 1 minute, with W. F. Kane second in 1 minute 1 second. The final race was won by A. H. Osborne.

Near End of 50,000 Mile Tour

George D. Cooper, youngest son of a member of the millionaire firm of Siegel, Cooper & Co., is stopping at the Longmire Spring Hotel on Mt. Tacoma, Washington, on the last leg of an automobile globe encircling tour. With his wife, Mr. Cooper has spent six years touring England and the continent, and comes to Washington direct from Mexico, and the

Yosemite and California. The Coopers travel very leisurely, their purpose being to thoroughly enjoy the scenery of the country through which they travel, rather than to establish speed records. So far the distance covered has been over 50,000 miles. Mr. Cooper expects to continue his trip to New York on Sunday next.

PREVENTIVES AND REMEDIES

In the work of taking apart the mechanism of a car great care should be taken to so arrange matters that no mistakes may be made when the parts are put together. When gears are unmeshed which have to do with the timing of the valves or the ignition, they should be so marked that they can be remeshed in the same relation. The usual way to accomplish this is to mark the tooth of one gear of a pair and the two teeth of the other gear, between which this tooth meshes, by means of a prick-punch and hammer. If the caps are taken from any bearings or brushings are removed in which they should be replaced is perfectly obvious, that these parts should be so marked as to permit of no doubt. The mixing of the halves of split bushes from different pairs of the same size should be guarded against, and the confounding of upper and lower halves should be avoided. Unless these precautions are observed, it is quite possible to bind a shaft in reassembling.

When kerosene oil is mixed with the water with which the motor car bodies are cleaned, the greatest care should be taken to see that none of the liquid comes into contact with the tires, because of its slower rate of evaporation, kerosene has an even more injurious effect upon the rubber of the cases than does gasoline, which is a widely recognized agent of evil in this connection. Oils of any sort affect rubber by dissolving some of the ingredients, thus rendering the remaining material semi-porous and entirely unable to withstand the effect of abrasion.

If valves have been neglected and are deeply pitted, have them skimmed up in a lathe and then grind them in. Great force is not necessary, and fine emery should be used. A good plan is to interpose a very light spring between the valve head and valve seating on the cylinder, as this will render it unnecessary to keep on lifting the valve.

When a brake approaches the limit allowed for adjustment, have the blocks renewed. If a squeak develops in the brakes, the trouble should be looked for in the drums, which may need readjusting or a drop or two of oil.

Any part secured to a flange is liable to become loose in time, and in some cases, such as gears, a permanent cure is difficult to effect. A method of making a sound job, which can be depended upon to prevent further trouble, is to tin the various surfaces. The bolts, including the threads, the inside of the nuts, and the holes in gear and flange, should all be treated and wiped smooth. After screwing up fairly tight, the whole should be warmed sufficiently for the solder to soften, when a final turn on all the nuts with not too long a spanner will make the whole practically a solid mass. This method has the advantage also that there is no difficulty in taking the parts down again if it should be necessary. Just enough heat to melt out the solder, and the nuts can be slacked back in the usual way.

It is not advisable to lubricate fibre band brakes, but if they should become noisy a little grease makes a better silencer than oil.

After a car has been in continual use for some time it is not a bad plan to thoroughly overhaul the cooling system, wash out the water tank and the jackets and thoroughly cleanse the pipes and coils by means of a hose. It is astonishing what a lot of dirt accumulates after a few months of steady use.

The platinum points used on timers and vibrators are rather expensive, and if carbonized or pitted should never be filed, as this means a waste of the valuable metal. If only carbonized, it may be removed by a little gasoline or the blade of a knife, without appreciable loss of metal. If it is burnt or pitted, the metal can be beaten to a smooth surface by means of a small ball pein hammer and polished with a piece of fine sandpaper.

Sudden tendency to oil seepage through the parting line of the crank or gear case, should be followed by an immediate investigation. While it may be due merely to the loosening of some of the fastening belts, there also is a possibility that some unusual strain has so wrenched the shafts and bearings as to spring or even crack the housing. If such happens to be the case, of course, the internal mechanism must be attended to at once.

Carhartt Car in New York Field

In opening salesrooms in the Plaza Hotel, New York, last week, the Carhartt Automobile Corporation, of Detroit, Mich., placed on the market its new car, known as the Carhartt "35." R. C. Kelsey, manager of the Carhartt Automobile Sales Co., the Eastern distributors, says he believes the car marks an epoch in the medium-priced, medium-powered cars now on the New York market. The Carhartt bases its claims for public recognition on its refinement of detail, both in its external appearance and its internal construction.

The motor in the Carhartt car is compact in design, and all repair parts and replacements

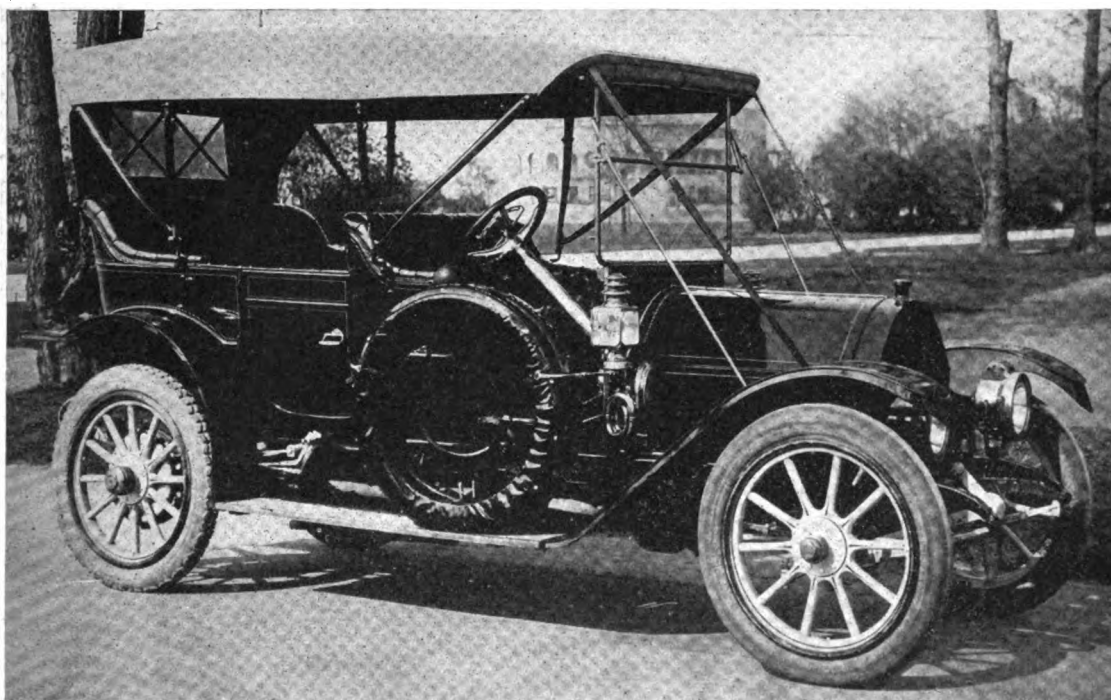
axle is of the full-floating type, with bevel-gear differential. Timken roller bearings are used throughout.

The steering gear is on the worm type, with a large hand wheel with hard rubber rim and solid aluminum spider.

The channel section of the frame is of pressed steel, arched above rear axle.

The artillery type wheels are 34 by 4 inches, and the base is 118 inches, with a tread of 56 inches. The tires are 34 by 4 inches and are mounted on quick detachable rims.

That the Carhartt Company is in the business to stay is demonstrated by the fact that it



35 HP. CARHARTT TOURING CAR

are interchangeable. The four water-cooled, vertical cylinders are of $4\frac{1}{4}$ -inch bore by $4\frac{1}{2}$ -inch stroke, and develop 35 hp. The transmission is of the selective type, three speeds forward and one reverse. A multiple disc clutch is used. The Bosch dual system of ignition is used on all the cars.

The front springs are wide, semi-elliptic and the rear ones are three-quarters elliptic type. The spring shackle bearings are lubricated by compression grease cups. The front axle is one piece, with spring pads integral. The rear

has within the last week acquired a site on Broadway, between 67th and 68th Streets, New York, and will in the near future erect its own salesroom and garage.

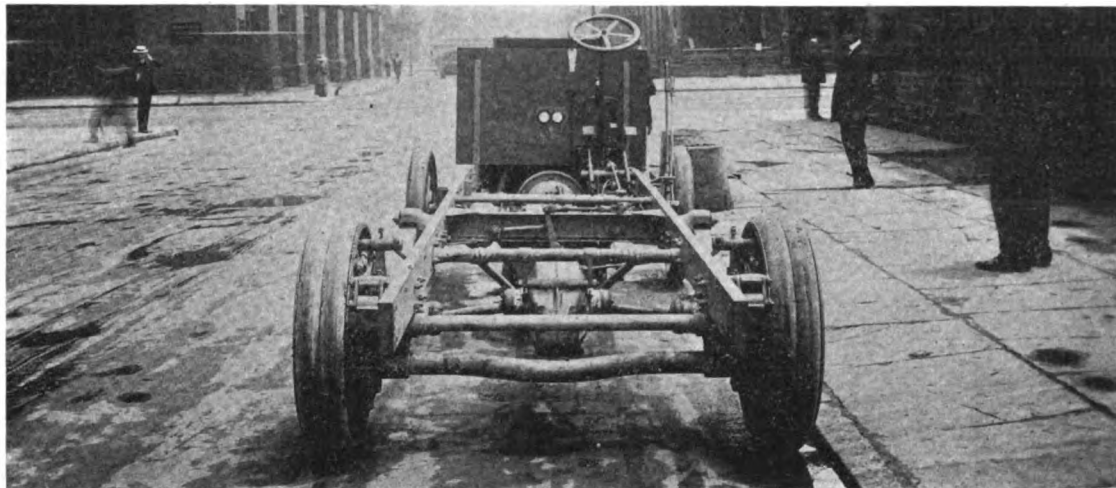
The various models consist of toy tonneau, five-passenger touring, torpedo boat body and runabout, all mounted on the standard chassis, the price being \$2,250, which includes complete equipment. In addition to this line, an unusually handsome limousine or landaulet body is offered, mounted on the same chassis, for \$3,250.

COMMERCIAL MOTOR VEHICLES

New De Dion Bouton Chassis

A very brisk business in busses, trucks, etc., is being done by the De Dion Selling Branch, New York, and the outlook for a continuation of it during the summer is excellent. The Fifth Avenue Coach Company purchased

tract for the construction of which has been awarded the Studebaker Brothers' Manufacturing Company by the Board of Public Safety. It will be a 40 hp Studebaker-Garford model G-7, four cylinders, lighted by electricity. The price of the machine is \$4,850.



40 HP. DE DION BOUTON AUTOBUS CHASSIS

twenty 1911 autobus chassis and began deliveries on them at the rate of two a week from July 1. This new chassis will be equipped with a four-cylinder, 40 hp motor of the well-known De Dion type and they will be in appearance exactly alike to the 61 De Dion Bouton busses which the Fifth Avenue Coach Company has been successfully operating.

The Briarcliff Lodge Association, of Briarcliff Manor, N. Y., has bought lately a De Dion Bouton 18 hp three-ton truck of the type which was awarded a cash premium of about \$600 from the French war department as a result of its perfect score during the French military reliability trials. This Briarcliff truck makes daily runs from Briarcliff Manor, N. Y., to Yonkers and White Plains, and does easily the work of three teams. The Briarcliff Lodge is expecting delivery next week of a De Dion Bouton 14-passenger autobus, which is destined to do regular service between Scarborough station and the lodge.

To Jail by Auto in South Bend

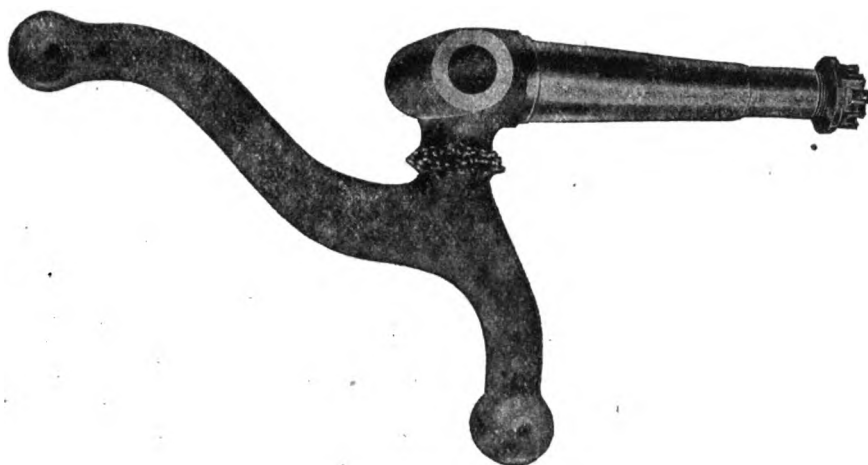
The South Bend, Ind., police department will have a new motor patrol wagon, the con-

J. M. Studebaker, president of the Studebaker Brothers' Manufacturing Company, told the Board of Safety that he would take a special interest in the building of the car and that it would have several features not possessed by other machines of the same design and price.

This is the first step of the present administration in the installation of motor apparatus in both police and fire departments. The power vehicles will be purchased as fast as needed in both departments.

More Plans for Commercial Vehicle Run

Sponsored by the North American and managed by George M. Graham, the automobile editor of that newspaper, a commercial motor vehicle reliability run to Atlantic City and return will be held on August 12 and 13. The run has already received a sanction from the A. A. A. and it will be the first contest of the kind ever attempted. Officials and members of the Quaker City Club are enthusiastic over the event and will lend their aid toward making it a success. Tradesmen are also keenly interested and there are promises of a large entry list.



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the country recognizes our products as meritorious and de-
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CHICAGO, ILL., TO OSHKOSH, WIS.

Several years ago AUTOMOBILE TOPICS published a tour from Chicago to St. Paul. This tour is now out of print, and a new one has been arranged for, the first section of which, from Chicago to Oshkosh, is here given. The details follow:

From Jefferson Boulevard (club house of the Chicago Automobile Club), go east to Michigan Avenue. Turn right on Chicago Avenue, and one block beyond turn left on Lake Shore Drive. Enter Lincoln Park, and upon leaving park bear right on Sheridan Road. At the end of the road turn left on Devon Avenue. Take first right, again on Sheridan Road. Continue to end of road, where turn left on Main Street of Evanston. One block and turn right again on Sheridan Road. Continue to follow Sheridan Road through Kenilworth, Glencoe, Highland Park to

Fort Sheridan (28.7 miles).

End of road turn right, and at the end of this road again turn right. End of road turn left and at cross-road turn left. At next cross-road turn right, Lake Forest station on left. Follow trolleys and pass Lake Bluff and North Chicago. Cross bridge at S. Genesee Street, and at cross-road turn right on Washington Street of

Waukegan (40.4 miles).

At cross-road turn left on N. Sheridan road and through Zion City and Winthrop Harbor. At cross road turn right on Prairie Avenue. End of street turn left on Chicago Street and then right on Park Place. Turn left on Park Avenue, running into Main street of Kenosha. Cross bridge and along with trolleys on N. Main Street, and then Milwaukee Avenue. At fork keep right with trolley. Over trolley crossing and immediately right and along with trolley. Through Lake Shore. End of road turn right. Left on 17th Street, and again left on Wisconsin Street. Right on Sixth Street of

Racine (66.9 miles).

Left on Main Street. Over bridge over Ruth River, and along on N. Main Street. Turn left on high Street. Turn right with trolley. After passing through six cross-roads, turn right with trolleys at the seventh. About one block beyond turn left with trolley. Through South Milwaukee. At second cross-road after leaving trolley turn right and through Cudahy and St. Francis. Turn left on Kinnickinnic Avenue and then left on Beecher Street. Right on Clinton Street with trolley. Cross bridge over Kinnickinnic River. Curve left with trolleys on Clinton Street and then turn right on S. Water Street. Turn left on Lake Street and cross river again. Continue on Broadway to Wisconsin Street of

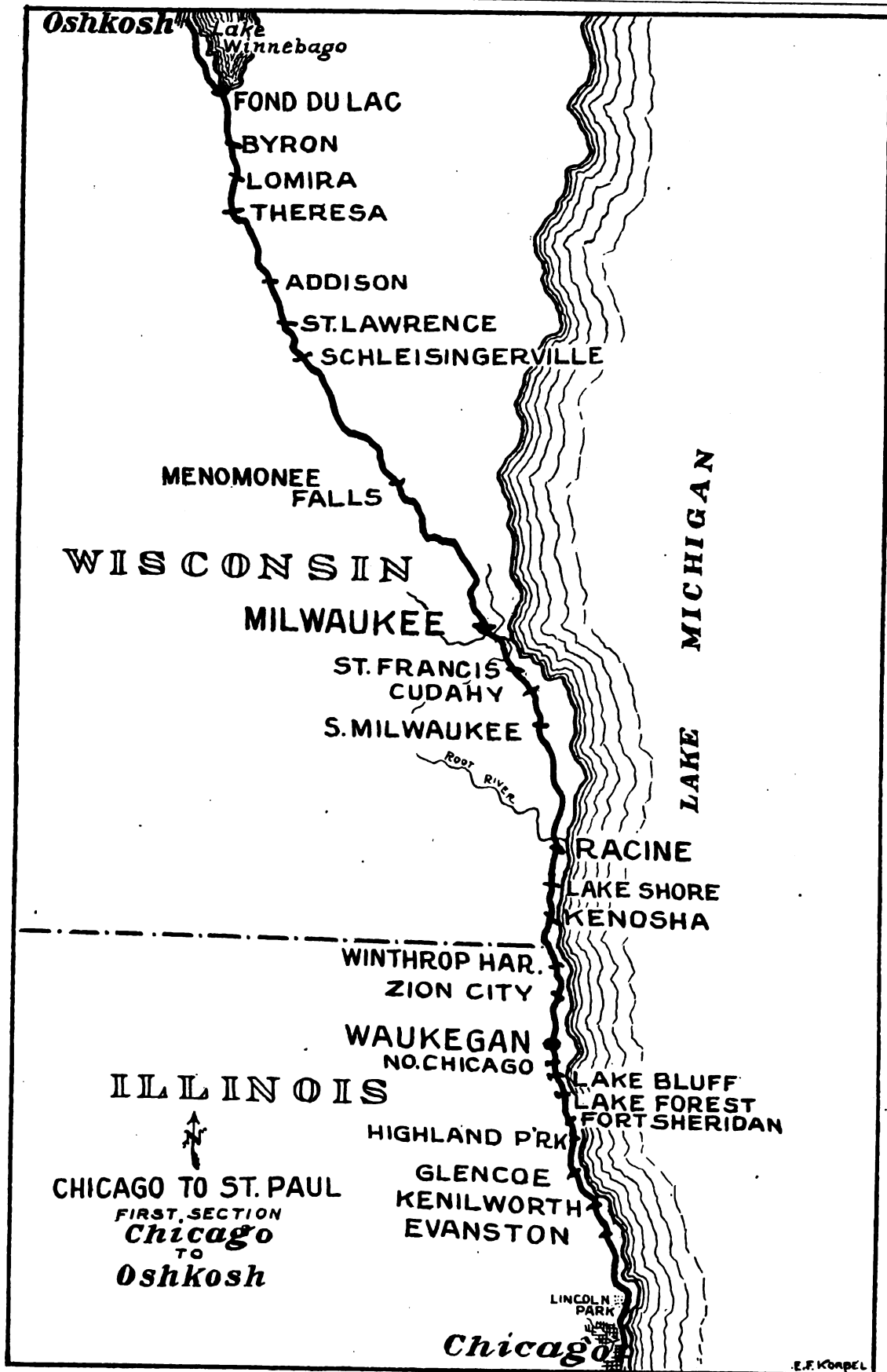
Milwaukee (91.2 miles).

From Grand Avenue (at Hotel Pfister) continue on Grand Avenue to 26th Street and thence to Fon Du Lac Avenue; to Menomonee Falls. Follow along Wisconsin Central Railway to Schleisingsville. Continue on Main Street and, about four blocks beyond New Commercial Hotel, turn left, and then direct through St. Lawrence, Allison Center to Thresa. Cross bridge and then straight ahead to Lomira and then through Byron to

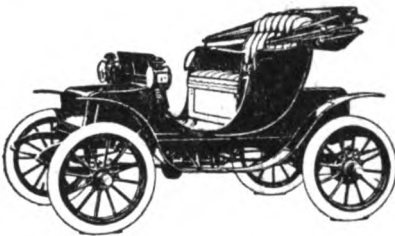
Fon Du Lac (155.2 miles).

Along Main Street to 4-corners, where turn west one mile. Take left at fork to Van Dyne. After passing along grain elevator, turn right and cross R. R. and trolleys to tracks, where turn north on Main road to

Oshkosh (172.7 miles).



Baker Electrics



IT is significant that the Bevel Gear Shaft Drive Baker Electric is to-day the only electric motor car which cannot be purchased at a cut price.

Rigid maintenance of price is the measure of our faith in our product—and in the discrimination of the motoring public. Cuts and concessions by other makers are the measure of the effect of Baker popularity on the demand for cars of lesser worth.

The success of the Baker Bevel Gear Shaft Drive is rendering all other types obsolete. Prices are being reduced accordingly. But the Bevel Gear Shaft Drive Baker Electric is still the biggest value obtainable. In the long run it saves you many times the small difference in first cost.

It gives you the greatest speed, the greatest mileage, the greatest comfort, the longest and most economical service. It is the world's best electric, and is in addition *the only electric* that you can buy now with the absolute assurance that it will be up-to-date next year.

Complete catalogue, showing 15 beautiful models, will be sent free to your address on request. Write for agency proposition if we are not adequately represented in your vicinity.

The Baker Motor Vehicle Co.

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*The Oldest and Largest Manufacturers of
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QUALITY
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for the coming season is important. The BARNES GEAR COMPANY have added to plant, and are now producing 200 Steer-Gears per day.

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DETROIT

In addition to ability to make time, the basis of test will be the cost per ton of carrying merchandise a mile.

The gasoline will be measured at the beginning of the run on each day. A record will be kept of the exact amount of gasoline consumed and also of the lubricating oil used. This will be charged for at the rate of 16 cents a gallon for gasoline, and 50 cents a gallon for lubricating oil.

It will then be possible to figure out just what it has cost per ton to carry the merchandise per mile.

All the trucks must be loaded with freight or sand bags to the amount of their catalogue capacity. Station wagons, taxicabs and vehicles designed to carry passengers, though they come under the general classification of commercial vehicles, will not be eligible for this contest.

There will be three main classifications as follows:

Class A—Commercial vehicles of 1½ tons capacity and less.

Class B—Commercial vehicles of between 1½ and 3 tons capacity (3001 pounds to 5999 pounds).

Class C—Commercial vehicles of 3 tons capacity and above.

There will be a different time schedule for the various classes, it being of course out of the question to expect a five-ton truck to make as good time as one of two tons.

No company will be allowed to enter more than five cars in any class.

In addition to these classes, which are open to makers of commercial vehicles and dealers in them, there will be three similar classes for private owners. In this class it is designed to have merchants enter their commercial vehicles, which are in daily use.

This will show just what can be expected of commercial vehicles that are in the hands of users and do not have the advantage of factory experts to handle them. Merchants entering this class will be permitted to load up their cars with the kind of material they carry in their regular runs, and thus they will afford a demonstration to their customers of what they can promise in the way of deliveries.

The schedules in these classes and the time penalties will be on the same basis as for the open classes, and there will be prizes in each class.

The event is intended more as a demonstration of the advance the motor commercial vehicle has made than an attempt to demonstrate the superiority of any one make. The *North American* has donated prizes to the amount of \$1,000.

The start will be made either at 9 or 10 o'clock on Friday, August 12, the cars will be parked at Atlantic City over Friday night, and the return to Philadelphia will be made at 9 or 10 o'clock in the morning, finishing up at The *North American* Building.

Increased Capital of Grabowsky Concern

The Grabowsky Wagon Company, of Detroit, recently increased its capital from \$300,000 to \$500,000 and the excess was taken by the old stockholders, who refused to let a share get away from them. There were a number of applicants, who are disappointed. The company now is moving into its new four-story building, which, with the equipment, cost \$150,000. All departments will be installed by August 1. The building greatly enlarges the capacity of the company, and it is expected that 100 power wagons will be turned out each month. The factory employes will number close to 1,000, and even now the directors are considering an addition to the plant. The company has nine acres of land.

Good Season for Trucks at Reading, Pa.

The automobile season, now closing at Reading, Pa., has witnessed the sale of a large number of commercial vehicles and it is said by the dealers that there will be much buying of this stock of cars when the 1911 business ripens about August 1. Nearly all of the department stores of Reading have adopted automobile delivery, the breweries are using the delivery truck almost exclusively and the City Council is laying plans for next year, when some of the fire companies will be equipped with the combination chemical automobile truck.

Quick Work by Truck

The Hennepin Auto Company has made its first demonstration test of the Hart-Kraft truck. The route was from Minneapolis to St. Paul, Minn., and the machine made the distance, about 12 miles, loaded with 2,800 pounds of merchandise for distribution, in less than five hours.

INDUSTRIAL AND TRADE NEWS

NEW YORK

New York

For some little time efforts have been made to discourage price cutting on tires, particularly at the hands of concerns whose responsibility was not clearly established. The matter is obviously one requiring very careful handling, and naturally the concerns whom it has been sought to cut off by declining to sell them tires except at retail prices have objected to having their activities thus curtailed. Consequently the matter got into the courts this week, in New York City, and the whole matter bids fair to be threshed out.

The concern which sought the protection of the courts is the Moto-Bloc Import Company, the president of which, Leon D. Kaufman, obtained an order from Supreme Court Justice Giegerich for the examination of Lee W. Bennett, general manager of the Dealers' Protective Association, and Joseph W. Gilbert, director of the Continental Caoutchouc Company, to find out if there isn't a conspiracy in restraint of trade formed under the name of the Dealers' Protective Association which he can proceed against under the Donnelly anti-monopoly law.

The manufacturers' combination, Kaufman alleges, is known as the Dealers' Protective Association. It was organized, he says, by Leo M. Bennett, now general manager, and includes the following manufacturing firms: The Diamond Rubber Company, Fisk Rubber Company, B. F. Goodrich Company, G. & J. Tire Company, Hartford Rubber Works Company, Continental Caoutchouc Company, and Morgan & Wright.

Not only have these firms combined to monopolize the tire market, the petitioner sets forth, but their association is alleged to have placed on the blacklist certain dealers, including the Moto-Bloc Import Company, who are not members of the association. The result of this "blacklisting," he claims, is that these outside wholesale dealers have to pay retail prices to the manufacturers, who conduct both a wholesale and retail business.

The Moto-Bloc Import Company, President Kaufman stated, is anxious to start a suit against these manufacturers to find out the exact nature of their agreement and break up

the trust, if it is illegal. In order to do this Kaufman obtained an order from Justice Giegerich for the examination of Lee W. Bennett, general manager of the association, and James W. Gilbert, a director of the association, to find out by their testimony what kind of a legal action to institute. These two officers yesterday applied for an order vacating the mandate for the examination. Justice Ford reserved decision upon the application.

The petitioner explained to the court that its business is as a dealer in auto tires, tube tires and tire shoes. During April last, Kaufman asserted, he was informed that the manufacturers of these products formed "a combination to increase profits by conducting a wholesale and retail tire business." Ninety per cent of the tire business in New York, he says, is controlled by association members.

He was also informed that "various dealers had been blacklisted by the association, or, in other words, had been refused the opportunity to purchase goods from one or more of the members of the association or combination at dealers' or wholesale prices and could only purchase said goods at retail or consumers' prices, which are far in advance of the prices which were charged to other dealers who had not been blacklisted."

To show that this price jumping combination was in existence Kaufman submitted purchase bills of his company. On June 21 last, in company with Donald H. McClosky, treasurer of his company, he visited the salesrooms of the Fisk Rubber Company, he asserts, and found that a rubber tube he formerly had been able to buy for \$8.35 had been advanced in price to \$10.10. A \$12.20 tube had jumped to \$14.70, and several other dealers, who were visited, asked advanced prices in the same proportion.

Some of the dealers, Kaufman states, told him that he was not on the list of the Dealers' Protective Association and would have to pay consumers' prices for all purchases.

Counsel for Bennett and Gilbert asked Justice Ford to vacate the order for their examination on the ground that the plaintiff hasn't begun an action and is engaged in a mere fishing excursion to find out whether an excuse can be found for beginning one. The court reserved decision.

Injunctions have been secured by the Weed Chain Tire Grip Company against Zig-Zag, Victor, Superior, Pitts and Reliable Grips, and against the sale of parts for grips, on the ground that they are infringements upon the Parsons patent. The Weed Company announces that it intends to proceed as rapidly as possible towards securing preliminary injunctions against all manufacturers of infringing grips and against such jobbers and dealers who persist in handling other than Weed grips.

The terms used in connection with motor vehicles formed the subject of discussion at the meeting of the Association of Licensed Automobile Manufacturers, which was held in New York City last week. It was the opinion of many of those present that many of the words in common use were unfair to the trade as a whole. Such expression as "pleasure car," for a machine to carry passengers, for example, was considered pretty poor nomenclature.

The term "commercial cars," as applied to freight-carrying automobiles, was considered a misuse of the term from the fact that all automobiles are commercial and practicable.

The general opinion seemed to be that in future automobiles should be termed "passenger automobiles" and "freight automobiles," just as the railroads term their equipment "freight cars" and "passenger cars."

A testimonial banquet was tendered A. B. Corder, manager of the Motor Racing Association and chairman of the committee of that organization having charge of the 24-hour races at the Brighton Beach, by his fellow members at the Waldorf-Astoria on Thursday, June 30. Sixty men, prominent in the automobile industry in this vicinity, were gathered about the festive board to sing the praises of Mr. Corder, and from start to finish the diners were kept at the highest pitch of hilarity. Through it all Mr. Corder was the personification of modesty and the best that could be got out of him was an "I thank you," when a magnificent grandfather's clock, which was the souvenir gift of the active members of the M. R. A., was presented to him.

The speech making of the evening was started by E. R. Hollander, chairman of the dinner committee, who paid a neat tribute to

the modest guest of honor. At the conclusion of Mr. Hollander's talk, the curtains back of the speaker's table were drawn, disclosing the clock, which was presented to Mr. Corder. President Wyckoff outlined the work done by the association, and spoke of the benefits the trade derived from the holding of contests such as the Motor Racing Association has been promoting. He alluded to the dealers and makers, and members of the M. R. A., too, who were backward in supporting these contests with their own entries, and were willing to stand by and receive the benefits thus brought them by the sacrifices, financial and otherwise, of others.

John C. Wetmore, the dean of the automobile writers, struck a harmonious chord when he brought up the subject of a motordrome in the vicinity of New York that would class with those located at Indianapolis, Atlanta and Los Angeles. Wetmore said that he had been told that an up-to-date Brooklands track could be built for \$200,000, and urged the M. R. A. to appoint a special committee to put through the scheme that would put New York at least on a par with the three cities having motordromes.

Other speeches were made by Senator Samuel Slater, the counsel of the association; E. E. Schwartzkopf, publisher of AUTOMOBILE TOPICS, and Harry S. Houpt. Tom Moore, who was generalissimo of the affair, concluded the night's fun by putting on a vaudeville show, which was greatly enjoyed.

Mayor Gaynor, of New York, approved the resolution of the Board of Aldermen allowing President Miller, of the Borough of the Bronx, to purchase, without public letting, automobiles for his department. He is allowed \$9,000 for the purpose.

President George Cromwell, of the Borough of Richmond, is a friend of motorists. He recently introduced at a meeting of the Greater New York Aldermen a resolution asking that motorists of Staten Island be exempted from city ordinances in so far as speed or traffic regulations are concerned. The Staten Islanders incidentally wished to go under, forthwith, the provisions of the new State motor law, which does not become operative until August 1. The committee on laws and legislation will see if this request can be granted.

New York City is not only to have fire engines propelled by gasoline, but within a short time water towers will be equipped with an automobile front in place of the three horses and drawn to fires in quick time. It was not the intention of Fire Commissioner Waldo to make this fact public just at this time, but a correspondent writing to one of the New York City newspapers on the need of equipping the water towers with motors rather than fire engines as a real test, was the cause of the announcement.

The fire authorities said that a contract would soon be negotiated with a Cleveland concern to equip a water tower with a motor.

At a special meeting of the Brooklyn Motor Vehicle Dealers' Association, held Tuesday, several important matters relative to the Brooklyn reliability contest, which the association is to conduct on Long Island, were discussed. Chief among them was the postponement of the dates of the two days contest. This was deemed necessary to accommodate several dealers and individual car owners who will enter cars but at present cannot do so on the days originally announced—July 19 and 20. So many were the requests that the committee finally decided to make an extension of time and fixed August 9 and 10 as the days on which the contest will take place. More than two score cars are already pledged for both the contesting and touring divisions.

MICHIGAN

Detroit

The answer of the Warren Motor Car Company in the Selden patent suit before the United States Circuit Court at Detroit contains 83 pages of printed matter, and brings out a few things not in the answers of the Abbott and other companies. Conspiracy to restrain trade is charged and it is alleged that the Selden patent was granted after others had invented similar devices, a number of them being cited.

It is claimed that the Warren and other unlicensed manufacturers had at the time of the commencement of this action, and now have, contracts for 1910 and 1911 deliveries amounting to 150,000 cars. Another contention is to the effect that the Warren Company now has under consideration a contract to build and deliver cars valued at \$14,000,000 in the next five years, and even if it does not

enter into this contract, the defendant is planning to build \$6,000,000 worth of automobiles in the next two years.

The complainants are charged with attempting to regulate the trade of the country by creating zones or districts and making allotments of cars to them at certain prices. This is an attempt to create a monopoly and prevent competitive manufacture. The Warren Company admits that it attempted to join the A. L. A. M., having understood that the gates were open, but the application was denied. The purpose of the attempt to join was to place itself in a position where its business would be free from hinderance.

The answer is prepared by Henry C. Walters, of this city, and Livingston Gifford, of New York. A number of exhibits are attached to the answer, among them the articles of agreement among the A. L. A. M. concerns. There is also a blank agreement sent to dealers, who must agree not to handle any cars built by independents.

Similar answers were filed on Tuesday, July 5, on behalf of the Carhartt Automobile Company and the Flint Wagon Works.

Representatives of six automobile companies that have branches in Windsor and nearby Canadian points called on John B. Whelan, collector of customs at Detroit, to see if something could not be done to allow them to bring in foreign-made cars. The companies want the right to bring Canadian machines across the river in order to pick up in this city certain parts that are made only in the American plants. The law clearly prohibits such a course. It provides that a car may be brought across the border, duty free, only after the owner files a bond guaranteeing its exit inside of three months, and after he produces a certificate signed by the American consul and supported by affidavit that the owner of the car is not interested in the automobile business, that he is bringing the car into the United States for touring purposes only, and not for show purposes nor to sell it.

Judge Whelan said that he is bound by the law, and suggested that the manufacturers write to the Secretary of Treasury for relief. He told them that the only way he could see for them to get around it, is to take the parts to the ferry boat in an American machine, unload them and collect them in a Canadian

machine on the other side. Or they can take the parts in a horse drawn vehicle and have them ferried over the river.

At the end the collector said that while the law is stringent he does not think the United States is any more stringent in its regulations than the Canadian government.

The Clalmers exhibit at the Detroit Industrial Exposition, which closed on July 7, was one of the features, as all of the cars shown are 1911 models. One feature is the front doors and another is the elevation of the front of the seats. One of the visitors at the exhibit and factory is A. J. Cotching, head of the automobile department of T. Eaton & Co., of Toronto, the Canadian distributors for the Chalmers cars. With Mr. Cotching were several of the department heads and instead of motoring through Canada they came on Mr. Eaton's big steam yacht.

There was a big turnout of Maxwell and Columbia cars on Wednesday, June 28, to escort Archie Davis and Carlyle Burgess to town. They had left on June 13, in a little Maxwell runabout for New York, to tender invitations from the Governor, Mayor and committee to Colonel Roosevelt to attend the Elks' convention. Fifty cars met them at the city limits, and brought them back to the Pontchartrain where Mayor Breitmeyer read the letters of regret, for Colonel Roosevelt told them he was too busy to think of anything. The little car made the trip of 1,706 miles without a mishap.

The incorporation of the Michigan Buick Automobile Supply & Garage Company will be effected in a few days, with a capital of \$2,000,000, the stock now being on the market. The company will operate 40 garages.

Seneca G. Lewis, general manager of the Pennsylvania Rubber Company, gave a dinner to Dean and Cuson who drove the Regal "Pluggger" on its last long trip, during which the Pennsylvania Vacuum Cup tires behaved so well.

Among the Hudson dealers in Detroit lately are C. E. Whitten and E. A. Gilmore, of Boston; J. W. Norcross, of Springfield, Mass.; H. L. Keats, of Portland, Ore.; W. D. Wallace, of Seattle.

C. C. Winningham, of Chicago, becomes advertising manager for the Hudson Motor Car Company on July 20. He has been at the head of the copy department for Lord & Thomas for three years.

The Ford Motor Company has been advised that R. P. Rice broke the record between Seattle and Portland in a Ford test car. The 200 miles were covered in 11 hours and 50 minutes and the little car now is called the "Cannonball."

Ecores, which is down the river, is figuring with the Jennings Motor Car Company, which desires to locate there if the inducements are big enough. Wyandotte, another down river suburb, secured the Seitz Motor Truck Company by subscribing \$35,000 to the stock.

The Hayes Manufacturing Company has declared a stock dividend of 25 per cent. on its \$400,000, raising the capital to \$500,000, which is five times the amount it was a year ago. The company has two plants. It employs 1,400 men and manufactures metal bodies, mud guards, hoods, tool boxes and drop forgings. The last year has been the most prosperous in the history of the company, whose output is largely taken here, although the Stevens-Duryea Company is one of the big customers. E. D. Emmons, sales manager of the company, is now making an automobile trip through the East with his family.

C. L. Simmons, known through his connection with the National battery and the Stewart speedometer, has associated himself with the Lozier Motor Company and will have offices here when the new plant is completed. At present he is traveling through the South and West.

One of the things that has aided in the prosperity of the automobile factories hereabouts is the fact that labor unions have not been bothersome in the past. However, some agitators and walking delegates are at work and they propose to get up a union of automobile workers which shall include machinists, body makers, trimmers and all who have to do with the making of motor cars. They have sounded the men in various factories and even have applied to the American Federation of Labor for a charter.

Factory managers are saying nothing as yet, but it is known that they have been preparing for a year to meet just such an emergency. The automatic machinery which does much of the machine work it is believed will make unionizing a failure, as almost any sort of labor can operate the big machines which take the place of skilled workmen.

The success of Detroit industrially in the last five years is largely due to the prevalence of the open shop. Unions are not generally recognized by the manufacturers who insist on running their own business. The downfall of the Pope-Toledo plant at Toledo is a fair sample of what a union can do when it tries, and Detroit will stand for none of that. The employers' association of this city is backed by millions, and so far it has handled strikes and dissensions in its own way. Workmen are paid big wages, but are not allowed to dictate.

The Walker Motor Company, of Detroit, has incorporated with \$150,000 capital. The principal stockholders are G. S. Grantlung, John E. Armstrong and Thomas E. Morehead.

Walter Wilmot, of Minneapolis, manager of the automobile department of the State fair, September 19 to 25, has had a conference with the members of the D. A. D. A., relative to spaces in the big building now being erected for the purpose at the fair grounds. There was another meeting, Friday, July 8, when the D. A. D. A. drew for spaces.

Managers of 35 of the Studebaker branches were here for several days, and during their stay there was a banquet at the Pontchartrain. Walter E. Flanders and the members of the Detroit office of the E-M-F. Company and visitors from South Bend and elsewhere laughed and had a good time. Mr. Flanders spoke of the company's policy. Among others who spoke were E. W. Twyman, sales manager of the E-M-F. Company and George E. Keller, sales manager of the Studebaker Co.

Postmaster Homer Warren, president of the Warren Motor Car Company, is back from a swing around the East, during which he helped to establish an agency at Boston. He spoke highly of the performance of the Warren-De-

troit car which did hills on high speed, and ran 235 miles one day.

Of the 11,330 licenses issued by the Secretary of State to private owners up to May 1, there were 1,471 Buicks, almost one-eighth of the total.

The new H. & F. electric was finished just in time for the industrial exposition. It is a limousine and seats six persons. The body is of cast aluminum, and the largest running mileage is claimed for it. The battery of 50 Edison cells gives it a mileage of 140, and 80 cells can be used. The driving shaft is in a direct line with the motor shaft, and F. E. Foulke, of Kansas City, are the designers, and Mr. Hovey says he will form a \$1,000,000 company and build a big plant on one of four sites now under consideration.

A specially built Grabowsky palace passenger car has been turned over to the Elks to show their visitors around Detroit during the convention there. The initial run was made last Wednesday, the route including the island and Grosse Point.

Pontiac

Martin L. Pulcher, secretary-treasurer and a director of the Oakland Motor Car Company, has resigned his position and will turn his attention to the commercial car industry. Mr. Pulcher helped E. M. Murphy organize the Oakland Company in 1907, and for 12 years previous to that was identified with the Pontiac Buggy Company.

Mr. Pulcher has interested Detroit capital in a project to start a plant for the manufacture of commercial cars and they are negotiating now with the Pontiac Commercial Association for a suitable location. The new organization has not reached the stage where the names of its promoters can be made public, but Mr. Pulcher declares the company will be organized and will commence operations very shortly.

The formal transfer whereby the General Motors Company takes over the Welch Motor Car Company was announced last week. For a year there has been a selling agreement between the corporations. It is thought here that the Pontiac plant will be abandoned and that the Welch plants will be moved to the

Welch-Detroit, both the 50 and 40 hp. cars being made there.

Lansing

The Secretary of State's office has been besieged for some weeks by numerous requests from automobile owners in other States for Michigan licenses in order that they may bring their machines to Detroit for the Elks' convention. Residents of some States must secure a Michigan license before they are allowed to enter this State. Ohio, Illinois and Indiana recognize a Michigan license, while Wisconsin and New Jersey do not. Pennsylvania recognizes a Michigan license for ten days only, and Michigan reciprocates. The number of requests shows that there will be hundreds of visiting owners in Detroit.

The testers at the Olds Motor Company have formed a squad for preventing the destruction of public highways over which they travel in their regular work. These roads have been dragged and kept up and are in better shape than in the past, so that the farmers no longer stand at the cross roads with pitchforks waiting for the merry testers. As soon as a road develops a bad spot a gang is sent out with a drag and it is leveled and instead of making ruts the testers take different parts of the roads, keeping them in fine condition.

Flint

Lightning struck building No. 10 of the Buick plant last Thursday and ripped the corner off. In spite of a quantity of inflammable oils there was no conflagration. About 250 workmen were near and all of them were more or less stunned, but none was seriously injured.

Jackson

The Jackson Motor Car Company has just shipped four cars to "Lame Horse," the big chief of the Dakota Indians. "Lame Horse" went to Council Bluffs to buy some plow points, but became so interested in automobiles that he ordered four Jacksons.

Windsor

The Regal Motor Car Company has broken ground for its first building, which will be 300 by 160 feet in size. The terminal railway is running a spur into the factory district.

WISCONSIN

Milwaukee

MILWAUKEE, Wis., July 6.—This has been the biggest year in the automobile industry that Milwaukee and the State of Wisconsin have ever experienced. To obtain an idea of the number of cars "consumed" by this State during the last twelve-month, from July 1, 1909, to July 1, 1910, it is necessary only to look at the license or registration figures of the Secretary of State. The total number of licenses now in effect is more than 13,000, or a gain of nearly 7,250 during the last year. This means that practically 13,000 cars are now in the hands of owners in Wisconsin, licenses in this State being perennial.

Milwaukee takes about 60 to 75 per cent. of all cars sold in the State of Wisconsin, and it is conservatively estimated that the year shows a sale of no less than 4,750 to 5,000 cars in the Badger metropolis.

Dealers in Milwaukee declare that they have never known such good business as this season. Practically every one is cleaned up on stock; many who were conservative and took small allotments were sold out before March 1. All have met with the continual difficulty of getting enough cars to supply their demands. And there is no let-up in the cry for more. There is every reason to believe that the coming season, starting today, will be even better than last. While naturally the large majority of cars have been of the medium and low-priced type, a good many high-priced cars have been sold in Milwaukee during the closing season. Agents for such cars as the Pierce-Arrow and Peerless, which are already announcing their 1911 product, generally close out their allotments before the close of the year. While the representatives of such cars in this city intend to maintain their conservative attitude, yet they are planning to place larger orders than last year.

Wisconsin factories, or outside factories maintaining branches in Milwaukee, such as the Rambler, of Kenosha; Kissel, of Hartford; Mitchell, of Racine, and the Buick, of Flint, Mich., are of course in better shape at all times to take care of the trade than agents who have only a certain and generally restricted number of cars at their disposal. All of those count upon increased sales next year. The Buick has been especially fortunate since establishing a branch in Milwaukee, and is

counted as being one of the best sellers in this field. The shipments to Milwaukee last fall and this spring astounded most dealers, but the branch found that it had none too many. This branch covers the entire State. The Overland, Ford, Brush, Maxwell, Reo, Hudson and others ranging between \$385 and \$1,250 have had an enormous sale. The Overland agency, especially, has been marvelously successful.

Although the period preceding and following the second annual Milwaukee automobile show late in February was the highwater mark in sales, business has been above normal ever since and the anticipation is for a continuance until the new models are out, at which time another brisk season is expected.

"We are going to take all the 1911 cars the factory will let us have," is the symposiumized expression of these dealers.

In general, the outlook is rosy. Wisconsin can stand many more cars, for it has a population of 3,000,000 and at this time there are 13,000 cars owned by these people, an average of about one to every 240 inhabitants.

The Wisconsin factories have already completed designs for their 1911 cars, but few will start work on the next season's production before the end of August. The Mitchell-Lewis Motor Company at Racine is building from 1,200 to 1,750 more 1910 models than originally intended and this will keep the big plant busy later than others. The Pierce-Racine Motor Company, of Racine, has completed its 1910 production and is ready to start on 1911's. The Rambler plant at Kenosha is still at work on the 1910 models. The Kissel Motor Car Company, of Hartford, has not yet finished the present season's production, but it is now arranging for 1911, for which season it will produce a shaft drive electric and a line of motor trucks in addition to its splendid line of pleasure cars. The smaller concerns around the State which built from 75 to 250 cars this year are ready for the new work. It is a fact that the new designs show so little change from 1910 as a general thing that there will be no line of demarcation noticeable in the change from old to new.

At this time no official figures as to the increase in the productions for 1911 are available, but it is known that every factory finds it necessary to do so.

The Kopmeier Motor Car Company, of Milwaukee, Wis., one of the defendants in the suit for \$500,000 damages brought by the Velie Motor Vehicle Company, of Moline, Ill., against this concern and 25 manufacturers, all members of the A. L. A. M., has won its first point, Judge F. Z. Eschweiler of the Circuit Court of Milwaukee County, sustaining the demurrer entered by the Kopmeiers. The manufacturers, being foreign corporations, had taken separate action. Upon motion to dismiss their suits because of illegal service and summons, 20 of the companies were dismissed by stipulation, one was released, and four were held subject to the complaint.

The four have now been granted a temporary writ of prohibition on the claim that the Milwaukee Circuit Court assumed jurisdiction illegally over foreign corporations. The Eschweiler decision sustaining the Kopmeier demurrer halts proceedings temporarily, all contentions of the defendant being granted. The Kopmeier Company is virtually a co-defendant with the A. L. A. M. companies, but its interest in the case differs, because it is simply an agent, while the other defendants are manufacturers. The Kopmeier Company, it appears, became agent for the Velie product, but refused to continue to represent the company and to display its cars at the Milwaukee motor show because, it is alleged, the A. L. A. M. ruled that it could not handle or display unlicensed cars while representing licensed cars.

At the request of Chicago underwriters, who make a specialty of motor insurance and indemnity, Milwaukee casualty underwriters have decided to make a "gentlemen's agreement," being unable under the present laws to form an association. The club will probably take the name of "Milwaukee Gentlemen's Luncheon Club." The organization will be of benefit to owners as well as underwriters, the business being placed on a fair business for both by this means.

Clarke S. Drake, president of the Milwaukee Automobile Club, fell under the ban of the speed laws recently. Mr. Drake let out his new Chalmers on the First Avenue viaduct without apparent danger to himself or other persons, but admitted going just a bit faster than 12 miles an hour and was fined \$10 on first offense.

L. H. Howard, of Neillsville, Wis., has sold his interest in the Howard Machine Company to Fred Stellch. Mr. Howard retains the big garage, repair shop and agency business established some time ago, and will conduct a general motor car business at Neillsville.

Dr. J. M. Bischoff, of Stevens Point, Wis., has been appointed local agent for the Buick. He is one of the first Buick owners in Wisconsin.

B. A. Schultz, of Poynette, Wis., is a new agent for the Lambert friction-drive car in central Wisconsin.

The Badger Tire Repair Company, of Milwaukee, Wis., has been incorporated with a capital stock of \$5,000 by B. A. Massee, W. L. Baumbach and William A. McMillan.

Prince Wells, president of the Louisville Dealers' Association, and for 25 years a representative of Rambler products, first directing the sale of Rambler bicycles, and for 10 years in charge of Rambler motor car sales, will lead the battalion of Rambler dealers who will come to Kenosha within two weeks to fix their allotments of Ramblers for 1911. In point of loyalty and long service, the sales organization of the Thomas B. Jeffery Company, is perhaps unequaled. W. K. Cowan, of Los Angeles; E. R. Cumbe, of Denver, and L. G. Martin, of Pittsburg, compete with Mr. Wells for the honor of having served Rambler owners in their respective territories. The policy of the organization is similar to that of the manufacturer of the Rambler. The car is handled exclusively by many dealers, and every representative doing this assumes the position of a branch factory manager.

According to an announcement made by Thomas J. Neacy, president and general manager of the Filer & Stowell Company, which owns the Petrel Motor Car Company, the Beaver Manufacturing Company and other corporations identified with the motor car industry, only one of the corporations, the Beaver Company, will pay the corporation tax. The reason why the Beaver is paying the tax, he said, is that it has been making money, while the others have not, although doubtless liable for payment of the tax. This, however, will be avoided by a distribution of the net income

among the stockholders as "salaries." Mr. Neacy and Walter Read won practically all stock in the various corporations, so the division of the income will not be difficult. The Beaver Company paid a tax of \$122.87, which is 5 per cent. of the net income over \$5,000.

Racine

Captain William Mitchell Lewis, leading Republican candidate for the gubernatorial nomination of Wisconsin and executive of the \$10,000,000 Mitchell-Lewis Motor Company of Racine, Wis., enjoys the distinction of being not only president but general manager of the combined interests of his family which are without bonded or floating indebtedness. A native of Racine, having been born on February 25, 1869, Captain Lewis has assumed the great responsibilities of directing the big manufacturing plants with the ardor and confidence that marked the regime of his father, W. T. Lewis, former president of the Mitchell & Lewis Wagon Company as well as the Mitchell Motor Car Company and recently appointed chairman of the executive committee of the merger after rounding out half a century in building up one of Wisconsin's great industries.

Big physically and mentally, Captain Lewis has the asset of strength gained in athletics at Yale, both as the center rush of the championship Eli eleven of 1900, on which Harvard was the only football team to score a point, but in other branches of outdoor sports. His education was begun in McMynn's Academy and continued in Racine High School from which institution he was graduated.

After a period in Racine College, Captain Lewis read law in Kenosha for one year, preparing for Yale University from which he was graduated in 1891. Determined that his son should have an opportunity to develop mature business ideas, Captain Lewis' father installed this young university graduate in the Mitchell & Lewis Wagon Company at Racine, giving him plenty of hard work and the munificent salary of \$40 per month. At the request of Governor Scofield, who disliked to see Racine unrepresented by a military organization, Captain Lewis, in January, 1898, organized and assumed the captaincy of a company of the badger state militia, which company took the place of one that had been disbanded a short time before that.

Indicative of the fervor with which Captain Lewis did things was the remarkable record of this company at the declaration of war against Spain. Every member rallied around the standard held by Captain Lewis and volunteered for war. The company arrived at the State Fair Grounds, in Milwaukee, on April 28, 1898, even getting into camp before the Milwaukee companies. On May 14 the company was mustered into the United States service and was dispatched to Florida. It remained with the army under waiting orders for actual service until mustered out October 20.

Scarcely had the young soldier become comfortably settled after being mustered out when he was commissioned by his father to show his business acumen and shrewdness in organization. The Beebe Manufacturing Company, engaged in making bicycles in Racine, became involved in financial troubles in December, 1898, and W. T. Lewis and other stockholders elected to call upon Captain Lewis to conserve the interests, build up the possibilities and put the concern on its feet.

From this small beginning, made successful by his tireless efforts, grew the immense establishment at Racine of which Captain Lewis is now the executive. Soon after this the company was reorganized as the Wisconsin Wheel Works and the motorcycle line was taken up. In 1894 it again was reorganized, this time to take up the manufacturing of automobiles, under the name of the Mitchell Motor Car Company.

The growth of the automobile industry under Captain Lewis is one of stupendous figures, marvelous activities, amazing production and unprecedented marketing of finished material.

In the first year 25 workmen were employed and 82 automobiles were produced. Today the company employs 2,000 men and its output of motor cars for 1910 is 6,000. Enlargements of the concrete and fireproof building facilities of the plant indicate the rapid installation of additional machinery and the bringing of the employe list up to 2,800.

Captain Lewis was married October 20, 1892, to Miss Edith Rose, of Fond du Lac. There are four children, two boys and two girls. The captain is a member of numerous clubs and societies, including the Milwaukee Athletic Club and the Yale Club of that city.

The Holbrook-Armstrong Iron Company, of Racine, Wis., is completing the work of installing \$40,000 worth of new machinery for the production of motors and car parts, which will be used by the Racine-Sattley Company, of Racine, for the new car to be issued on August 1. The Holbrook works are opposite the Sattley factory, which is known as one of the largest vehicle and carriage works in the country. Specifications for the new car have been completed and work has been started on the first cars.

Racine, Wis., one of the centers of the motor, iron and engine industry in the West, will entertain the next annual convention of the National Gas and Gasolene Engine Trades Association. Racine was selected at the recent convention in Cincinnati.

Clintonville

The Badger Four Wheel Drive Motor Company, of Clintonville, Wis., has procured subscriptions for \$30,000 worth of stock and it is now being permanently organized. Most of the stock was taken by business men at Clintonville, a city on the Chicago & North-Western Railway. The car is the invention of William Besserlich, of Clintonville, and is said to be vastly different from the four-wheel-drives now on the market. The cumbersome features have been eliminated. Both pleasure cars and commercial cars will be built, and it is intended to market the car for the 1911 season.

Waupun

The C. A. Shaler Company, of Waupun, Wis., manufacturer of the Shaler vulcanizer, has awarded contracts for the construction of a new factory. The main building will be of reinforced concrete construction, 30 by 130 feet in ground dimensions, 90 feet to be two stories and the remainder one story high, with foundations sufficient for additional stories. The present plant will be used as a warehouse and storage.

Kenosha

The F. A. L. Motor Car Company, which sought a location at Kenosha, Wis., is now negotiating with the commercial organizations at Waukegan, Ill., for a site.

Sheboygan

The Erie Garage, North Ninth Street, Sheboygan, Wis., is being enlarged. The adjoining building, 66 by 50 feet, has been added, making it the largest garage in Sheboygan. H. E. Smith is the manager.

OHIO

Toledo

The Buick Company has opened its new warerooms at 509-513 Erie street. Workmen for several weeks have been getting the building into shape and the structure now gives the Buick Company one of the best storage rooms for cars and one of the most complete repair departments in Toledo. The building has three floors and basement. An elevator has been installed for hoisting the cars to the different departments. The repair department, on the second floor, contains every known appliance for repairing motor cars in a modern way. The parts department will comprise nearly every piece that goes into the construction of a Buick, Welch or Reliance truck.

Business is still keeping up good at the Ford Toledo agency and cars have been delivered at the rate of five a day for the last two weeks. On Wednesday the sales ran to nine. Little was done in the Toledo territory on Fords previous to the 1910 season, but this year has seen more Fords sold than any other car, with the exception of the Overland, which leads in northwestern Ohio.

Earl Hess, of the Union Supply Company, has made several extensive trips through the northern Ohio territory during the last month, selling Chalmers "30s." He is now taking orders for the 1911 models, as those of the present season are all sold up.

R. A. Parker, proprietor of the Standard Garage, drove a Croxton-Keeton roadster over from the plant at Massillon, Ohio. The car is of the new French type and is the first of that style to be brought to Toledo.

The firm of Hilt & Costell, Speedwell agents, has decided to quit business in this territory. These two men came here from Dayton early in the spring and, although it was the initial year for the Speedwell in Toledo, the firm dis-

posed of a substantial number of cars and were apparently making money. M. J. Costello gave disagreement of partners as the reason for quitting. He will take the management of a Dayton paper mill and F. P. Hilt will continue selling the Speedwell and will be connected with the Chicago agency. The building which the firm occupies adjoins the Maxwell salesrooms and will probably be leased by that firm.

J. W. Hackman, of the Broc Electric Vehicle Company, Cleveland, builder of the Broc Electrics, was in Toledo figuring with several of the local dealers in an effort to establish an agency here. As yet, no one has signed up as representative.

W. L. Davis, representing the Pullman factory, York, Pa., drove a car through from that city. He is making a sweep over the central territory, establishing agencies for the Pullman. En route he stopped at Elmira, Buffalo and Cleveland. He will be in Toledo for a few days, when he will journey south and west. His last stop will be San Antonio, Texas, where he expects to be by September 1.

The contract for the new \$200,000 plant for the Warner Manufacturing Company has been awarded and work will start on the structure at once. The building will be 600 feet long, 100 feet wide and two stories high. The Willys-Overland and Warner companies have just purchased 100 feet of additional frontage, which now gives them all of the property on both sides of the alley which runs between their different factory buildings. The city council has been asked to vacate this alley which separates the two pieces of property that constitute the site for the new plant.

Cleveland

C. G. Bleasdale, manager of the Maxwell-Briscoe-Cleveland Company, has taken the agency for the Brush. Mr. Bleasdale is already distributor of the Maxwell, Columbia and Grabowsky truck. Ten Brush cars have been received by the new agency. The car was formerly handled in Cleveland by Harry S. Moore.

E. B. Finch, formerly head of the technical division of the Chalmers Motor Company at Detroit, has located in Cleveland and will sell

the Chalmers and Hudson cars here. Mr. Finch has been identified with the Chalmers Company for several years and entered the



E. B. FINCH

motor car industry in 1902. His branch will be located temporarily at 6506 Euclid avenue, and later he will occupy a new building in Automobile Row.

MINNESOTA

Minneapolis

Asa Paine, of the Northland Motor Car Company, formerly president of the Automobile Club of Minneapolis, and of the Florida East Coast Association, has been appointed delegate to the second international roads congress at Brussels, and will sail July 15.

The Regal Company will take over the Minneapolis agency for the Regal cars and to that end the Minneapolis Regal Auto Company has been formed with \$250,000 capital. Harvey S. Haynes, agent in Minneapolis, is one of the incorporators, also in the new Motor

Equipment Company, which has \$50,000 capital.

The Twin City Taxicab Company will establish its agency for Alco cars, and will handle its taxicab business from the former quarters of the Studebaker Brothers Company, of Minnesota. The Studebaker Company has moved to its new building.

The Heaney Automobile Company received the first model here of the Halladay torpedo body car. A. P. Heaney has bought the interests in the company of R. H. Creer and Paul Albrecht. He recently increased his 1910 order of 100 models J and D, and he also made a northwestern contract for 1,000 of the 1911 Halladay and 400 Chicago-Stavers.

PENNSYLVANIA

Philadelphia

The Contest Committee having decided that the Otto car, which finished first in the five-mile race at the recent meet of the Quaker City Motor Club at Point Breeze, did not conform to the A. A. A. racing rules, the first prize has been awarded to the Mercer car, which was driven into second place by W. Oliver, Jr.

After superintending a 500-mile testing trip of 16 Matheson Silent Sixes, which included a journey to Atlantic City by way of Philadelphia, Keene Carruthers, the general sales representative of the Matheson Motor Car Company, of Wilkes-Barre, Pa., has been spending some time in this city, negotiating for the opening of a local agency.

The Auto Repair and Sales Corporation, Inc., 911 North Broad Street, has taken the agency for the Rider Lewis 30 horse power touring car. W. J. Robertson, Jr., is the manager of the company.

Lawrence R. FitzGerald, Jr., formerly with the Oxford Automobile Company, has been appointed sales manager of the Interstate Motor Car Company of Philadelphia.

Another newcomer in this city is the De Tamble car, for which Frank Starbuck, proprietor of a garage in West Philadelphia, has taken the agency. The De Tamble is manufactured in Anderson, Ind.

A visitor of prominence along Automobile Row last week was John N. Willys, president of the Overland Automobile Company, of Toledo and Indianapolis. He was accompanied by Mrs. Willys and he paid a visit to Walter Judson Sprinkle, who handles the Overland and Marion lines in this city.

In a test of the efficiency of the Baker Electric, Mr. Reamer, of Reamer and Haines, the local representatives, drove the car from this city to Atlantic City in four hours and 35 minutes. This was done over bad roads and through mud which was at times so thick that cars were stuck fast. The return trip by the long route, 68 miles, was made in four hours and 15 minutes.

One of the changes of interest to the trade in this city was the establishment of a factory branch by the Regal Motor Car Company, of Detroit. Regal cars have been sold here by Thomas M. Twining. With the new order of things, the management of the business has been put in the hands of R. M. McCormick, of the Regal factory.

York

The Snyder automobile garage, West Market Street, has received its first consignment of White steamers of the 1911 model.

The B. C. K. Motor Car Company made large shipments last week to the Pacific Coast, the New England States and points South. The company has listed orders for the remainder of its 1910 product, and is now working on Model 6-40 car of the 1911 design, which will make its initial appearance July 15. An officer of the firm states that three-fourths of the output of this design has been contracted for.

MASSACHUSETTS

Boston

Another change has been made in Boston, that caused some surprise when it became known, in the appointment of R. R. Ross as manager of the New England branch of the Fiat Company. Mr. Ross succeeds S. M. Baker, who is considering an offer elsewhere. That the Fiat Company proposes to become active in Boston is shown by its arrangements to have a salesroom on Boylston Street, 50 feet wide and 110 feet deep. All the New

England sub-agents will be directed from this branch. Mr. Ross is one of the veterans of the motor industry in Boston. For several years he was with Alvan T. Fuller handling Packard cars. Then he went with the Peerless branch. He has always sold high grade cars and is well acquainted with the trade and tastes of Bostonians. He has entered on his duties. His resignation from the Peerless paved the way for the advancement of George L. Osborne to sales manager of that branch.

Alfred Measure is now in full command of the Cadillac agency in Boston, it having been turned over to him this week, the contract with the Alvan T. Fuller Company having expired. The local agency is known as the Cadillac Automobile Company of Boston, and the salesroom on Boylston Street is one of the finest in the city. Mr. Measure has secured quarters in the motor mart for a repair shop. L. J. Sackett, who had charge of the Cadillac department with Mr. Fuller, has joined Mr. Measure.

An evidence of the confidence felt by some of the Boston dealers in the coming season is shown by the order placed at Detroit by E. A. Gilmore and C. A. Whitten a few days ago when they visited the Chalmers and Hudson factories to arrange for deliveries this season. They ordered 400 Chalmers and 425 Hudson cars, which makes this firm one of the largest retailers in the Boston district.

Frank E. Wing, Marmon agent, went to Indianapolis to see the big races and secure his 1911 demonstrating car from the factory there. He took his family with him and they made the trip over the road from Indianapolis to Boston with him.

J. W. Maguire and Fred P. O'Brien have returned from Buffalo, N. Y., where Mr. Maguire ordered his allotment of Pierce 1911 models. The first of these will be shipped him during the coming week.

Brookline

The selectmen of Brookline, Mass., have purchased five more motor cars for municipal use, making 10 in all bought by the town fathers within a short time. The last five will be used for the heads of various town departments. They are all Buick cars.

KENTUCKY

Louisville

According to announcement made by Burton B. Bales, president of the recently organized American Automobile Company, a factory will be built in Louisville for the manufacture of the Jonz pleasure and commercial cars. Mr. Bales said that the company, which was incorporated in Arizona with a capital stock of \$1,000,000, has \$100,000 paid in. He plans to erect a factory here, and another at Kansas City, Mo. The manufacture of the car has been begun at Beatrice, Neb. H. J. Cole, secretary of the company, and Mr. Bales have offices in the Lincoln Building, Louisville.

Haller Bros., wagon and carriage manufacturers of Louisville, have just completed a two-cylinder, 13 hp., low wheel, solid tire runabout automobile, and intend to devote a considerable part of their factory at Twenty-sixth and Ormsby Avenues to the construction of the machine. This is the first automobile of this type ever built in Louisville, and has attracted considerable attention.

Plans for the garage of Hite Bowman, local representative of the Stearns, have been completed by Architect J. J. Gaffney, and the contract will be let in the next few days. It will cost \$10,000. A feature of the structure is that it will be without posts, the roof support being secured exclusively by trusses.

The Marshall-Clark Motor Car Company has been given the Louisville agency for the Star tire, manufactured in Akron, Ohio. The territory also includes several other counties in this vicinity.

The Radcliff Motor Car Company has been organized with the agency of the Stevens-Duryea car. It has leased property at 916 South Third avenue. C. A. Radcliffe, head of the company, is an experienced automobile salesman. F. P. Jacobs is in charge of the repair department.

The Reimers Motor Car Company, which has just completed its new fireproof garage, has increased its capital stock from \$10,000 to \$50,000. The company will hereafter handle a large line of accessories. Harry Chambers,

formerly with the Locomobile, has been added to the sales force of the company.

The Broadway Auto Company has been named as local representative of the Pierce Arrow. Owen Motteler is president of the company. The car has never had an agency in Louisville before.

According to rumors current in local automobile circles, the United States Motor Car Company will establish a branch of the factory in Louisville. The Marshall-Clark Company, which has the agency at present for the Maxwell and the Columbia, is expected to be dissolved and the members put in charge of the branch.

Several Louisville automobile dealers are opposed to the route selected by the Louisville Automobile Club for the annual reliability and economy run in September, on the ground that it is too rough. The roads are said to be worse than any over which the Glidden tourists had to run.

E. B. Nelson, of Danville, has been appointed the Central Kentucky agent of the Southern Motor Sales Company, which represents the Cole "30" in this territory. A. L. Martin, manager of the company, is driving a Cole roadster in the contest for the Chicago Club trophy.

The new building of the Van Da Grift Auto Company, agents for the Reliable and Randolph trucks, has been completed and opened for service. It is located at Seventh Street and Broadway, Louisville, Ky., and is of fireproof construction. It cost \$30,000.

Frank Weber & Son, wagon manufacturers, have purchased ground at Jackson and Lamp-ton streets, Louisville, Ky., and will build a factory for the development of their motor truck, which they have been manufacturing on a small scale at their wagon works on East Main Street. While the company does not intend to have a large output immediately, it expects gradually to build up a factory of considerable pretensions.

The Vandagriff Auto Company, representatives of the Reliance truck in this territory, has practically completed its handsome

new garage and show rooms at Seventh Street and Broadway.

The Kentucky Tire and Rubber Works, of which F. A. Jack is the proprietor, has opened a plant at 911 East Broadway.

The Glossbrenner Commercial Car Company reports that many repeat orders are being scored with the Rapid truck, for which it has the agency. The Kentucky Heating Company purchased another last week.

The Reimers Motor Car Company has completed its organization for Kentucky, and has appointed thirteen agents. It also has a man traveling among these agencies all the time. The company represents the Reo and Haynes and Babcock electric.

The Louisville Automobile Dealers' Association held its monthly meeting at the Seelbach last week. Runs and tours will be encouraged hereafter by the association.

INDIANA

South Bend

The Wood Garage & Auto Company has been incorporated at Niles, Mich., and its officers are: President, F. J. Wood; vice-president, L. E. Wood; secretary and treasurer, J. Walter Wood. The garage has been completed and a competent chief mechanic has taken charge of the work. F. J. Wood will act in the capacity of general manager.

The new garage being erected by J. Z. Wilklow on South Main Street between Third and Fourth, Mishawaka, Ind., is nearly completed. The building is two stories in height, constructed of brick and the dimensions are 50 by 130 feet.

The Studebaker Automobile Company has sold a four-ton truck to the New Theater Company of New York, and has also sold trucks to the Anhauser Busch Brewing Company, of St. Louis, and the Standard Underground Cable Company, of Perth Amboy, N. J.

Connersville

The new buildings of the Lexington Motor Car Company at Connersville, are now ready

for occupancy, the company having arranged to move to that city from Lexington, Ky. The company has been reorganized and incorporated under the Indiana laws with an authorized capitalization of \$50,000.

WASHINGTON, D. C.

Charles E. Myers, who is agent in this city for the Elmore line of cars, is now completely installed in his new home, 1429 L street, N. W., being the only dealer in this city to own his display salesrooms. The new show rooms are located in the central part of the city and within easy access of customers.

The garage business of the Cook & Stoddard Company, 22nd and P streets, N. W., has been sold to J. J. Bartram, who for the last six years has been connected with the company. The new owner will conduct the business at the Atlas Garage, 1204 New Hampshire Avenue, N. W., which he has also purchased.

Taylor Pollock, representative in this city for the Oldsmobile, has returned from the factory, where he completed arrangements for his 1911 allotment of cars, the first of which arrived a few days ago.

J. A. Muehleisen, of the Luttrell Company, has returned from a business trip to the Packard factory.

The Carter Motor Car Corporation, makers of the Washington car, has been awarded a contract to supply the Sewer Department of the District of Columbia with two gasoline motor trucks. The bid amounted to \$3,400.

V. A. Villiar, of the New York branch of the Studebaker Automobile Company, was a recent visitor in Washington. While here he was the guest of L. P. Dorsett, the local manager.

Elliott P. Hough, secretary of the Automobile Club of Washington and a member of the sales staff of the Pope Automobile Company, of Washington, D. C., since its organization nearly ten years ago, has severed his connection with that concern and is now affiliated with the Studebaker Automobile Company. He will have direct management of the electric

vehicle branch of the business in this city, having held a similar position with the Pope Company and made a careful study of the electric vehicle since its introduction on the market.

L. P. Dorsett has returned from Philadelphia, where he attended a conference of branch managers of the various eastern branches of the Studebaker Automobile Company.

The Studebaker Automobile Company was the successful bidder for a contract to supply three electric vehicles to transfer new notes from the bureau of engraving and printing department at Washington, D. C. The Studebaker concern bid \$5,120 a wagon. The first vehicle must be delivered before October and

the other two as soon as the efficiency of the first one is established.

May was an unusually good month for the automobile manufacturers who are shipping their product to foreign parts, as the bulletin from the United States Department of Commerce and Labor shows that the value of the exports increased more than \$800,000 over that of the corresponding month last year. For the 11 months ending in May, 1910, the exports reached the total of \$9,295,415, or \$4,419,079 more than for the same period in the preceding year. Of this British North America bought the largest number, the United Kingdom coming second and France third. The detailed figures are:

	May, '09	May, '10	11 months ending May, '09	11 months ending May, '10
United Kingdom	\$281,180	\$487,266	\$1,375,815	\$2,038,842
France	145,308	101,549	483,037	584,404
Germany	24,657	72,442	94,602	277,235
Italy	25,958	29,633	214,994	319,451
Other Europe	36,037	173,802	270,834	420,889
British North America.....	281,806	664,406	1,405,079	3,721,862
Mexico	32,009	45,262	369,372	501,219
West Indies and Bermuda.....	20,386	12,166	248,786	406,553
South America	14,913	21,439	135,348	296,559
British East Indies.....	28	15,055	23,401	51,225
British Australasia	10,132	12,243	111,255	319,555
Other Asia and Oceania.....	666	49,400	89,196	258,973
Africa	3,422	1,537	36,412	92,876
Other countries	375	13,900	18,205	55,772
Total	\$876,877	\$1,700,100	\$4,876,336	\$9,295,415

CALIFORNIA

San Francisco

Splitting over the question whether the Automobile Dealers' Association of San Francisco should receive dealers in tires and other car accessories into membership, all efforts to effect a permanent organization on the Pacific Coast have failed. The men who handle automobiles exclusively are bitterly opposed to taking into the proposed association those who devote their time to handling accessories. On the other hand, men, who, besides selling cars, deal in the extras, feel that the firms handling accessories should be admitted.

an Oakland car, for a trip to Detroit, Mich. They were accompanied to New York by Mr. Miner, but from there on the two women went alone. A complete equipment of tires and other accessories was carried on the car and the women are perfectly capable of making all ordinary repairs without any masculine assistance.

C. S. Carris and S. C. Hutchins, both of Hartford, Conn., have been awarded silver cups for the clean scores they made in the recent All-Connecticut endurance contest. Both drove Franklin cars.

CONNECTICUT

Hartford

Mrs. Lewis G. Miner, of Westville, Conn., and Mrs. H. M. Blackborough, of Hartford, Conn., left Hartford on Sunday morning in

Having won perfect scores in every reliability contest in which it has engaged this season, the Columbia Motor Car Company proposes to have an entry in every important touring competition in which it is eligible.

Following closely upon the announcement that the Columbia will set the pace for the contestants in the Munsey tour comes a statement that formal entry of a Columbia has been made in the Munsey contest.

Other events in which Columbia cars will compete are the three day reliability contest of the St. Louis Automobile Manufacturers' Association, and the sweepstakes event of the Washington Automobile Club in September.

MISCELLANEOUS

Providence, R. I.

The acquisition of 12 additional acres, upon which have been erected 12 new buildings, with a floor space of 371,013 square feet, will make the Providence plant of the Maxwell-Briscoe Motor Company one of the most pretentious in the country. Eight of these buildings are of the most modern style of mill construction, and four of concrete columns with corrugated iron walls. New machinery being installed represents an outlay of \$492,250. Transportation facilities are unique, with a net work of spurs connecting the main line of the N. Y. N. H. & H. R. R., together with spacious wharves and docks, for the reception of steamers and lighters.

Wilmington, Del.

One of the most up-to-date garages in this section of the country has been opened by the Foss-Hughes Company, at 1021 Gilpin avenue, a roomy brick building which was formerly a club stable. The structure has been practically rebuilt and provision made for 100 cars, with a well-equipped and modern repair shop. A private waiting room has been provided for ladies, rooms have been provided for chauffeurs, equipped with baths and comfortably furnished, and a vacuum cleaner outfit has been installed. Frank A. Alderman, who was formerly connected with the Foss-Hughes agencies in Philadelphia, Providence and Newport, R. I., and Baltimore, Md., is in charge. Fine show rooms and offices have been fitted up for the sale of Pierce-Arrow cars.

Kansas City, Mo.

An attempt was made in Kansas City, Mo., to require a license fee of \$150 from all firms or individuals operating sight-seeing automobiles in that city. The aldermen raised many

objections to the ordinance, claiming that it taxed the business and not the cars and that it was manifestly unfair. The introduction of the ordinance was the signal for a hot debate in which some unparliamentary language was used. The ordinance was defeated by an overwhelming majority.

Trenton, N. J.

The Mercer Automobile Company announces that the list price of its car for 1911 will be \$2,150 and that it will be provided with full lamp equipment, tools and repair kit. The car will be built in three styles of body, five-passenger touring, four-passenger toy tonneau, two-passenger and rumble seat speedster.

Des Moines, Iowa

Plans are being considered for the manufacture in Des Moines of automobiles which are to be called Iowa cars. Jesse O. Wells, president of the L. J. Wells Livery and Auto Company and well known as a builder of automobiles bearing his name, is considering the manufacture of his cars on a large scale. If Mr. Wells can interest capitalists in his car he intends to build a large factory in Des Moines.

William A. Ryan, who for the last three years has been sales manager for the E. R. Thomas Motor Company in the Middle West, entered the retail field at Des Moines, Iowa, on July 1. He has incorporated the Ryan Motors Company and will handle the Chalmers car for the Iowa territory.

Chicago, Ill.

Harry W. Doherty, sales manager of the Car Makers 'Selling Company, which distributes the De Tamble and Anhut cars and the Dart delivery wagons, has gone to the Pacific Coast where he will establish a distributing company to cover California, Oregon, Washington, Idaho and Nevada, with branches in Los Angeles, San Francisco and Seattle.

Advertising is simply news. It's telling people what they don't know about your business and ought to. Tell it clearly, concisely and convincingly, and then tell it over again. Hammer it in.

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An easy and simple test for lubricating oil is given by Frank B. Killian of the Vacuum Oil Company, that any novice can make. Place the oil to be tested in a small porcelain or glass cup and set it in a metal dish so that the surface of the oil in the cup is about level with the surface of the sand in the dish. The receptacle containing the oil should be covered, the cover having two perforations $\frac{1}{4}$ inch in diameter. One of the holes is for the introduction of the thermometer and the other to provide an exit of the vapors given off. The bulb of the thermometer must clear the bottom of the cup by at least 3-8 inch.

Heat the metal dish by means of a Bunsen or gas flame, noting the rise in temperature of oil by means of the thermometer. After the oil reaches a somewhat critical temperature, which can be determined by a preliminary test, pass a lighted taper over the open hole in the cover carefully noting the thermometer reading at the instant at which a flash is observed. The temperature so noted, checked for accuracy by one or more repetitions of the run, is the flash point of the oil.

Three distinguished Japanese visitors, who were sent to this country by the Japanese government to make a study of manufacturing conditions, recently visited the factory of the Columbia Motor Car Company, Hartford, to make a close observation of the automobile manufacturing business in an old established plant. The party included G. Inei, T. Tanarugu and M. Tanita, all of Osaka, Japan.

Mr. Tanita is a graduate of Michigan University and is the only one of the party who speaks English. A detailed inspection of the factory was made under the direction of Howard Abbott, division superintendent, ending with a short automobile trip through the park system of Hartford.

The city of Kenosha, Wis., has adopted a new ordinance, fixing limits of speed for motor vehicles. The limits are 12 miles an hour, which is identical with that fixed by the State laws, but the object of making an ordinance to cover this is to give the city benefit of any fines that may be assessed for violations. Up to this time all prosecutions were brought under the State law, there being no local law, and the fines collected went into the State treasury. A number of other cities have adopted this method of increasing their revenue.

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The Greatest Value Ever Offered for the Price

A car having **POWER, SPEED, CLASSY APPEARANCE, COMFORT and DURABILITY.** You must see this car; in fact, you must ride in it to be convinced that it is what we claim it to be.

Motor, 40 h. p.	Wheel Base, 116 in.
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Stroke, 5 in.	
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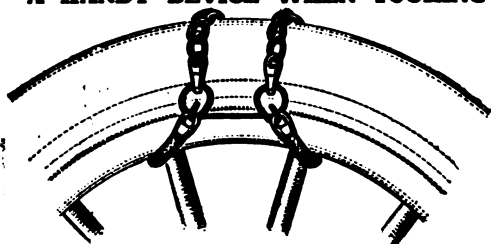
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COLUMBIA MOTOR CAR COMPANY

Offices and Works, Hartford, Conn.

INCORPORATIONS

Chicago, Ill.—Monsen Auto Garage Co., with \$10,000 capital. Incorporators: W. Brown, W. S. Hay and J. M. Wright.

New York, N. Y.—North Side Coach and Auto Co., with \$150,000 capital. Incorporators: J. J. Fox, W. J. Boyd and F. A. Orpp.

Cleveland, Ohio.—Perfect Tire Co., with \$50,000 capital. Incorporators: M. J. Kirby, W. H. Enyon, W. C. Enyon, W. A. Moyer, F. L. Smith and J. Hopple.

Detroit, Mich.—Detroit Shock Absorber Co., with \$50,000 capital.

Detroit, Mich.—Hale Motor & Machine Co., with \$125,000 capital.

St. Louis, Mo.—Percival Auto Repair Co., with \$20,000 capital. Incorporators: G. F. Percival, I. W. Percival and Houston Jones.

Utica, N. Y.—Gunn Motor Co., with \$300,000 capital. Incorporators: J. K. Gunn, W. T. Baker and W. I. Taber.

Yonkers, N. Y.—Yonkers Garage Co., with \$3,000 capital. Incorporators: H. R. Kimball, M. L. Weiss and W. Fairchild.

Selmer, Tenn.—Selmer-Savannah Auto Hack Line, with \$10,000 capital. Incorporators: S. W. Gooch, H. P. Wood and C. C. Wright.

Kenosha, Wis.—Thomas B. Jeffery Co., with \$3,000,000 capital. Incorporators: Kate E. Jeffery, Charles T. Jeffery and Harold W. Jeffery.

New York, N. Y.—Peoples' Taxicab Co., with \$200,000 capital. Incorporators: J. M. Whitteman, E. I. Merry and T. H. Wilson.

New York, N. Y.—American Stepney Co., with \$100,000 capital. Incorporators: L. W. Lissberger, J. Jacobs and W. H. Moser. To manufacture and deal in rims and wheels of all kinds.

Camden, N. J.—Auto Motion Picture Co., with \$100,000 capital. Incorporators: V. A. Murray, H. C. Elliott and J. R. Bradley.

Detroit, Mich.—Stanley Power Wagon Co., with \$10,000 capital. Incorporators: J. C. Shaw, H. A. Douglass, F. R. Hathaway, G. G. Scranton and J. G. Hamblen.

Automobile Calendar

July 10.—Grand Circuit Track Meet at the Latonia Track, Cincinnati, O.

July 15, 16.—Automobile Carnival, under the auspices of the Automobile Club of Dayton, O., on the Fair Grounds Track.

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July 15-16.—The Initial Race Meet of the Dayton (Ohio) Automobile Club, at the Dayton Fairgrounds track.

July 16, 17 and 18.—Reliability Run, from New York to the Catskill Mountains, where a hill climb will be held on July 18, under the auspices of the Motor Contest Association.

July 18 to 22.—The Wisconsin State Automobile Association Reliability Contest, for the Milwaukee Sentinel Trophy. George A. West, chairman of Contest Committee, 1215 Railway Exchange Building, Milwaukee.

July 22-26.—Reliability Run, under the auspices of the Minnesota State Automobile Association, St. Paul, Minn.

July 23.—Aviation Meeting at Indianapolis Motor Speedway.

July 26.—One Hundred Mile Power Boat Race, from Holly Beach, N. J., to the Camden Motorboat Clubhouse, under the joint auspices of the Holly Beach Yacht Club, the Camden Motorboat Club and the Yachtsmen's Club of Philadelphia.

July 28 to 30.—Third National Congress of the Good Roads Association at Niagara Falls, N. Y.

July 31 to August 7.—The Second Annual International Road Congress, to be held in Brussels.

August 1-15.—Circuit of Ardennes, Royal A. C. of Belgium.

August 1-September 15.—Industrial Vehicle Competition, under the auspices of the A. C. of France.

August 3, 4, 5.—Races on the Galveston Beach, promoted by the Galveston (Texas) Automobile Club.

August 6.—North Wildwood (N. J.) Automobile Club's Beach Race Meet on Ocean Drive.

August 12.—Indiana Balloon Race, under the auspices of the Aero Club of Indiana, to be held at Indianapolis.

August 12, 13.—Motor Vehicle Reliability Run, under the auspices of the North American, Philadelphia, Pa.

August 15.—Start of the Munsey Tour from Philadelphia, with Washington D. C., as the final day's destination.

August 12-13.—24-Hour Automobile Race at Indianapolis Motor Speedway.

August 19-20.—Second 24-Hour Race of the season at the Brighton Beach Track, under the auspices of the Motor Racing Association.

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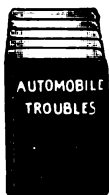
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August 21.—Mont Ventoux Hill Climb, Vonclousien A. C.

September 2, 3, 5.—Three-Days' Automobile Race Meeting at Indianapolis Motor Speedway.

September 3-6.—Liedekerke Cup, Ostend Cup and Voiturettes Race, under the auspices of the Royal A. C. of Belgium.

September 5.—North Wildwood (N. J.) Automobile Club's Beach Race Meet on Ocean Drive.

September 10.—The race over San Francisco Park roads and boulevards, under the auspices of the Automobile Club of California.

September 17.—American National Championship Balloon Race, to be held in Indianapolis, Ind.

September 17.—Power Boat Race through Whirlpool Rapids, Niagara Falls, N. Y., for purse of \$1,000 and a gold cup.

September 17.—Track Meet, under the joint auspices of the Automobile Club of Syracuse, N. Y., Syracuse Automobile Dealers' Association and the New York State Fair Association.

September 18.—Semmering Hill Climb, A. C. of Austria.

October 1.—Sixth Annual Vanderbilt Cup Road Race to be held on the Long Island Motor Parkway and the surrounding roads. Under the auspices of the Motor Cups Holding Company.

October 2.—Gaillon Hill Climb, promoted by L'Auto.

October 8 to 13.—The St. Louis National Aero Show, to be held in the Coliseum Building, under the auspices of the Aero Club of St. Louis.

October 17.—Start of the 1910 International Balloon Race from St. Louis, Mo.

October 20, 21, 22.—The Fall Meet of the Atlanta Automobile Association at the two-mile motor-drome at Atlanta, Ga.

December 1 to 8.—First Annual Aeronautical Exhibition under the auspices of the Aero Club of Illinois. To be held in the Chicago Coliseum.

December 3-18.—Twelfth International Salon of the Automobile, the Cycle and the Sports, under the auspices of the A. C. of France.

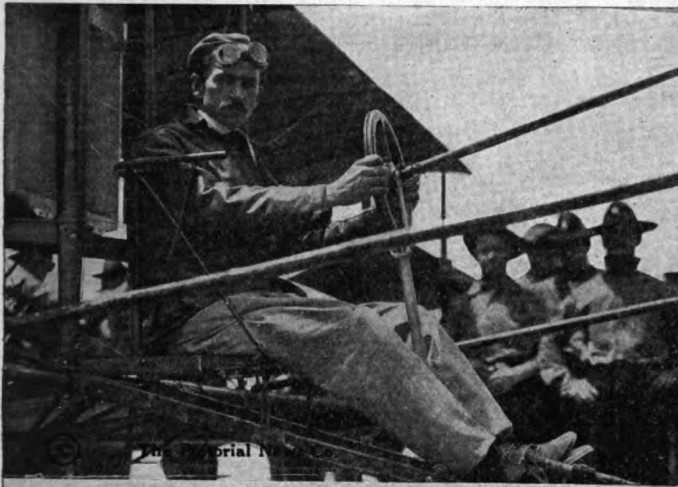
February 27 to March 4, 1911.—Fifth Annual Automobile Chow, under the auspices of the Kansas City (Mo.) Automobile Dealers' Association.

March 4 to 11, 1911.—Boston Automobile Dealers' Association's Annual Show in Mechanic's Hall.

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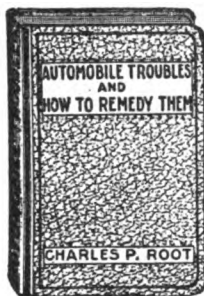
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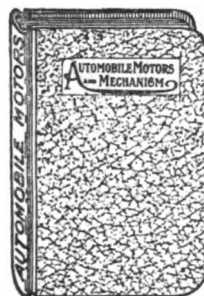
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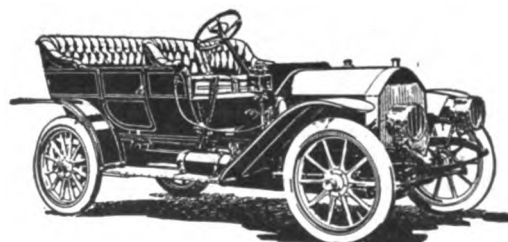
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Now is the time for progressive dealers to secure some of the best territory and to take advantage of the big national advertising campaign that this company has been vigorously pushing in the highest grade publications. Owen demonstrating cars in charge of factory representatives are covering the country—we shall be glad to arrange for a demonstration of the Owen in YOUR territory. Write us at once.

OWEN MOTOR CAR COMPANY, 1628 E. Grand Boulevard, Detroit, Mich.



STRENGTH **AJAX** **ENDURANCE**

TIRES

5000 MILES

The strength and endurance of AJAX TIRES rest upon the solid and substantial character of their construction. Every ounce of rubber, every inch of fabric every ingredient that enters into their manufacture is scrupulously scrutinized. The finished tire is subjected to expert examination before it is allowed to leave the factory. AJAX workmen are among the most skillful and highest paid in the tire industry. Severest tests for years on racing tracks, country roads and city streets have demonstrated the unfailing superiority of AJAX TIRES.

The Only Tires in the World Guaranteed for 5,000 Miles or 200 Days' Service

AJAX-GRIEB RUBBER COMPANY

General Offices: 1777 Broadway, New York Factories: Trenton, N. J.

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HOUPPT ROCKWELL

60 H. P. ————— 4 CYLINDER ————— \$5000.00

June 7th

Won—\$4,000 and over Class, **Shingle Hill**
(New Haven) **Hill Climb.** Defeated
Simplex and other high-powered cars.

June 25th

Won—\$4,000 and over Class, **Port Jeffer-**
son, Long Island Hill Climb, de-
feating Knox Giantess, Stearns and other
cars of high power.

July 4th

Won—\$4,000 and over Class, Mile Straight-
away, **Wildwood, N. J.** Also made
second fastest time of the day, 48 2-5
seconds for the mile, and finished sec-
ond in the Free-for-All, defeating Knox
Giantess, Simplex, and several other
high-powered cars .

Harry S. Houpt Mfg. Company

2010 Broadway, New York

WEED COMPANY OBTAINS INJUNCTIONS

against Zigzag, Victor, Superior, Pitts and Reliable Grips, and against sale of parts for Grips

We desire to notify the trade that our test suit against the Excelsior Supply Company for infringement of the Parsons patent on chain grips has been decided in our favor in a decision rendered by Judge Sanborn in the Circuit Court of the United States at Chicago, on May 20, 1910.

The court holds "that the Parsons patent is basic to a large extent, fully valid, and infringed," and also that the Parsons invention is "a new conception and new embodiment of that conception, producing an improved result, useful in itself, and commercially successful. It is entitled to liberal treatment both as to anticipation and infringement." The decree holds the Zigzag and Victor Grips as infringements and orders defendants to account for profits made by them and damages caused us.

Preliminary injunctions have been granted in Chicago, Milwaukee and New York against Garage Equipment Mfg. Co., Pitts Anti-Skid Chain Co., Leo Rabin, Reliable Non-Skid Co., Auto Chain Repair Co., E. J. Edmond Co., William Wooster and Automobile Surplus Stock Syndicate and others.

WE SHALL TAKE ENERGETIC ACTION

in our pending suits against manufacturers and sellers of the

WHITTAKER
CLEVELAND

MORGAN
FOX

and other unlicensed chain grips.

Meanwhile, we request the trade and public to respect our rights and decline to sell or use infringing grips. Parts not made by us infringe our patent rights and are unreliable because of inferior material used in their construction.

Weed Chains are the ONLY practical anti-skidding device. They are "as necessary as gasoline." We use the highest grade material and most improved machinery. That's why Weeds are preferred by all discriminating motorists.



DO NOT ACCEPT INFRINGING SUBSTITUTES. THE GENUINE HAVE BRASS PLATED CROSS CHAINS AND THE WORD "WEED" IS STAMPED IN THE HOOKS—YOUR GUARANTEE THAT THEY ARE GENUINE.

Weed Chain Tire Grip Co.

28 MOORE STREET, NEW YORK

The Studebaker "40"

In every line of endeavor some one product stands out distinctly because of its character—its unquestioned superiority.

In the automobile field that product is the STUDEBAKER "40."

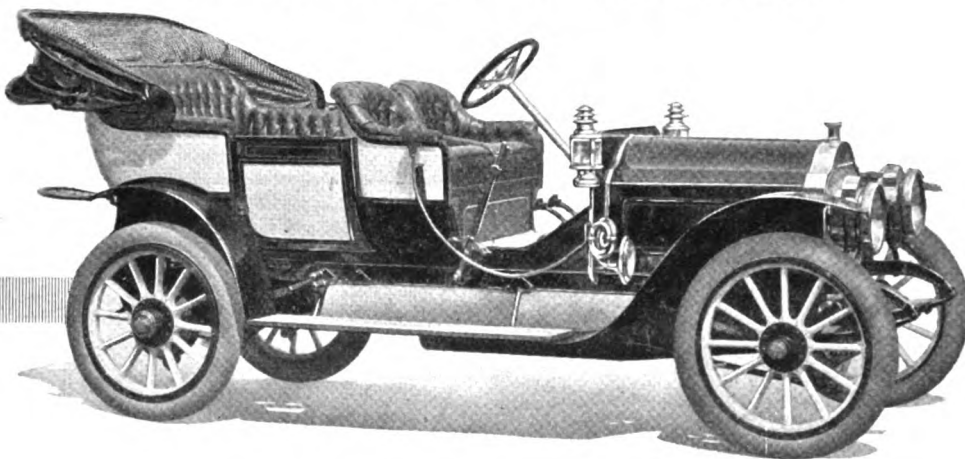
It is *character* that distinguishes the STUDEBAKER "40"—the combination of well-balanced qualities—the possession of every feature desirable in a car—but *not the over-development of any single feature at the expense of another.*

No name in the entire vehicle world is better known than STUDEBAKER. Certainly no name stands for higher quality, for greater integrity.

All the STUDEBAKER experience of over half a century, all the force of vast organization, the most eminent engineering talent, the greatest manufacturing skill, are concentrated in this car.

We know the STUDEBAKER-GARFORD "40" to be the most consistently designed, the most dependable of all automobiles, because there is more engineering experience behind it than any other make.

Roomy, comfortable, luxurious, extremely low in cost of maintenance—the STUDEBAKER "40" is the car that any man is glad and proud to own—the car of character.



Our literature contains exhaustive technical description of this car. Send for it and compare the STUDEBAKER "40" construction with any other.

You will also receive a copy of the "Motorist's Log Book" (with maps), describing an actual tour through France, Spain and Italy in a STUDEBAKER at a car cost of \$3.80—less than one cent per one hundred miles for repairs.

STUDEBAKER AUTOMOBILE CO. (Branches Everywhere)

General Office: **SOUTH BEND, IND.**

"Licensed Under Selden Patent"

Please Mention AUTOMOBILE TOPICS When Writing.

7th Glidden Tour

Diamond TIRES ARE THE BEST

AGAIN THE VICTORS

*On Mileage Cost—Wear Resistance—Absence
of Defect—Freedom from Blowouts and a
Notably Superior Capacity to Resist Shock.*

NEVER WAS THE TOUR SO TERRIFIC A BATTLE WITH INDESCRIBABLY BAD ROADS. AND IT IS UNFORTUNATE THAT—

NOTE.—For the reason that during a greater part of the tour only a few cars even approximated the schedule at all times—some cars running one to three days behind—tire observers were utterly unable to gather complete data on tire results. For this reason, it is impossible with truth and accuracy *for any one* to announce a fair average of tire costs, as we have heretofore done. We can only affirm that Diamond tires made their customary excellent showing. They gave the best tire service of the contest. They equipped 14 of the 38 cars. Two cars changed to Diamond tires en route.

THE DIAMOND RUB

Confirms All Others

I want to express my appreciation of the service from Diamond tires on Premier No. 2. My only trouble was caused by punctures.

CHAS. BALLINGER.

Chalmers Pilot Car in Glidden Tour used Diamond tires. Their record on this tour is another evidence of their excellence.

RALPH ROBITAILLE.

Halladay Press Car, equipped with Diamond tires, followed confetti trail entire route carrying seven passengers. Original tires still on and in dandy condition. Good for five thousand more miles. Entirely satisfied with Diamond tires.

RUDOLPH J. FAAHA, Driver.

More than satisfied with service of Diamond Wrapped tread tires on Falcar No. 106 in Glidden Tour. My left front tire has Cinti. air and my other changes were all caused by cuts and punctures. On my sixty-four hour continuous drive from Dallas to Wichita I did not have to touch my tires.

O. F. VAN SICKLEN.

Columbia Pacemaker in Glidden Tour used Diamond tires. I had the heaviest loaded car in the tour and your tires gave me good service. Still have Hartford air in one tire.

J. J. CAFFREY.

For a run such as the 1910 Glidden Tour give me Diamond Wrapped tread tires. I used them on Parry Car No. 105 over roads never intended for motoring. I did not believe any tire made would give me such good service.

GEO. NEFF.

Cino No. 15 went through Glidden Tour using only two extra casings on entire trip. The two new casings were not put on till after reaching Terrel, Texas, and were used on account of injuring old casings crossing Red River on railroad bridge mile and three-quarters long on the tires. The original Cinti. air was still in two front tires at the finish.

W. DONNELLY.

The Confetti car, Chalmers Thirty, in the 1910 Glidden Tour ran on Diamond tires. Cuts due to the very bad roads caused the only tire changes necessary.

J. R. ANDE.

It is fortunate I was able to secure Diamond tires on Glide No. 10 in the Glidden Tour. I do not believe any other tire would have given me such service, over the worst roads in the world. I still have Peoria air in one tire and only changes were caused by punctures. I reached Nashville with a tube showing through cut in tread of tire. I changed the case; the tube is still in use.

FRED CASTLE, Driver.

Diamond Tires on Cole No. 6 in the Glidden Tour gave me remarkable service over the worst roads ever traveled by an auto. Only three tire changes, and these occasioned by cuts. Tires showed no signs of wear.

HARRY KNIGHT.

Westcott No. 111 in Chicago trophy division of the Glidden Tour used Diamond Wrapped tread tires. I congratulate you on their excellence.

C. C. BEVINGTON.

On Parry Car No. 9 Diamond tires gave excellent service in the 1910 Glidden Tour. I used 34 x 3½ tires all around, and as these were the smallest tires used on any car I expected to have some trouble after seeing some of the roads. I still have on one casing and tube which has not been off the wheel, and only changes I made were caused by punctures.

L. M. DULL.

Westcott Press Car in A. A. A. tour was equipped with Diamond tires because we believed them to be the best tires that would stand the trip. Our selection was justified by results.

JOHN GLOVER.

I used Diamond tires on Cole No. 104 in the Glidden Tour, Chicago trophy division, with very satisfactory results.

A. L. MARTIN.

BER CO., Akron, Ohio

NEW HUDS

AN ANNOUNCEMENT was made last week of an important change in the agency arrangements of the Hudson Motor Car Company. On January 1 the Hudson Company severed connections completely from any other organization, but the agency contracts ran through until the present time. We are now ready to place some new agencies in unoccupied territory, and in some instances are making a change in our previous representation.

In the ten days prior to June 30 four thousand six hundred (4,600) Hudson cars were contracted for by dealers. One motor paper, through a typographical error, last week said forty-six thousand (46,000), but our policy of moderate quantity production is so well known as to cause a smile at this extravagant statement.

We only build Hudson cars in such quantities as will enable us to manufacture and test them out thoroughly, insuring the best possible quality in our product. In connection with this new Hudson Agency policy we have certain new territory open. In some old territory we desire new and more direct representation.

Now is the time to get in your application. Next week may be too late. If you are really interested, the best thing to do is to get on the train and come and see us. The Hudson line has become known as a money maker for the dealer, because it is up to date and the cars are good cars.

The strength of our organization assures a desirable line year after year. The Hudson roadster at \$1,000 and the Hudson touring car at \$1,150 are meeting with a tremendous sale throughout the entire country. We are turning out every month a good sized production of these cars and will do so all through the summer. In our fine large new plant we will continuously make better cars and at all times in sufficient quantity to meet promised delivery schedules.

All applications from dealers will necessarily be handled in turn where they are from the same territory. Therefore we suggest that you

ON POLICY

get in your application immediately. Here is the Hudson organization. Every man devotes his time exclusively to the Hudson Company. It is an assurance of the quality of the Hudson product and the satisfaction of Hudson owners.

The Officials of the Hudson Motor Car Company are:

President—R. D. CHAPIN, formerly Treasurer and General Manager of The Chalmers-Detroit Motor Company.

Vice-President—H. E. COFFIN, formerly Vice-President of The Chalmers-Detroit Motor Company.

Secretary—F. O. BEZNER, formerly Secretary of The Chalmers-Detroit Motor Company.

Treasurer and General Manager—R. B. JACKSON, formerly General Manager of The E. R. Thomas Motor Company.

Sales Manager—E. C. MORSE, formerly Sales Manager of The E. R. Thomas Motor Company.

Advertising Manager—C. C. WINNINGHAM, formerly Head of Copy Department, Lord and Thomas Advertising Agency, Chicago.

Chief Engineer—C. H. TAYLOR, formerly Engineer for De Dietrich and Gobron-Brillie of France and E. R. Thomas Motor Company of Buffalo.

Purchasing Agent—W. J. McANEENY, formerly Purchasing Agent of The Chalmers-Detroit Motor Company.

Technical Manager—F. H. TREGO, formerly Secretary of The Chicago Motor Club, and one of America's best known Technical authorities.

Superintendent—J. F. RICHMAN, recently of the manufacturing department of the Maxwell-Briscoe Company.

HUDSON MOTOR CAR COMPANY

Detroit, Michigan, U. S. A.

Licensed Under the Selden Patent

RENAULT

The Car "Guaranteed for Life"

1910-11 MODEL
25-35 "AMERICAN SPECIAL"
DELIVERIES JULY 1st

Long Stroke Motor 4 1-2 x 6 1-2

Smooth---Silent---Powerful

Almost Any Hill on High Gear

\$5,800 Complete

RENAULT FRÈRES SELLING BRANCH

PAUL LACROIX, Gen. Mgr.

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 Connecticut: The Bridgeport Vehicle Co., Fairfield Ave. Bridgeport
 Maryland: Shaab Auto Co., 116 W. Mt. Royal Ave., Baltimore
 Minnesota: Walter C. Benz, 1023 1st Ave. So., Minneapolis
 Louisiana: Bernin Auto Co., 933 Perdido St., New Orleans

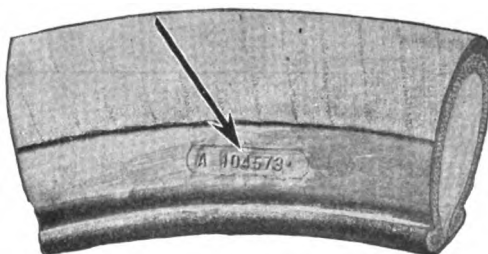
Colorado: Colburn Auto Co., 15th St. and Colfax Ave., Denver
 Santa Barbara: W. T. Warren, San Jose, Cal.
 Cuba: Y. Castanon, Apartado 128 Havana.
 Hawaii Islands: Von Hamm Young Co., Young Bldg., Honolulu
 Philippine Islands: Estrella Automobile Palace, 11 Plaza Maraga, Manila

ANNOUNCEMENT

To All Users of

FISK *Quality* TIRES

Every casing and tube manufactured by the Fisk Rubber Company bears a
SERIAL NUMBER



When purchasing, users should see that this number is in evidence and intact

Any casing or tube on which this Serial Number has been mutilated or removed is not covered by our Guarantee

THE FISK RUBBER COMPANY

Department A

Chicopee Falls, Mass.

Branches in Seventeen Cities

Please Mention AUTOMOBILE TOPICS When Writing.

Automobile Topics

Illustrated

Vol. XX.

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No. 15.

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ANNUAL HILL CLIMB OF THE PLAINFIELD (N. J.) AUTOMOBILE CLUB, JULY 9, ON JOHNSON'S DRIVE—SCENE AT THE FOOT OF HILL

Automobile Topics

Illustrated

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS

Published by AUTOMOBILE TOPICS (Incorp.)

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TOPICS

IT IS COMMON
TALK that residents
of New Jersey are

very much put out over the Callan law which becomes effective in New York State on August 1. Well they may be. If ever there was a case of the mills of the Gods grinding slowly and yet exceedingly fine this is one of them. There are some New Jersey motorists who have done everything possible to prevent the legislation which disgraces the statute books of that State, but they must suffer with the much larger number who have done little or nothing to help. Practically all Jersey motorists will suffer, while the only people who will go scot free are the non-motorists of the State who are chiefly to blame for the present condition of affairs. This is really almost the only regrettable feature of the matter. Even so, it is very amusing to see these indications of excitement over the act of one State, New York, in making reprisals on New Jersey. The latter has been a most notorious bushwhacker for many years, and now that she is getting a taste of her own medicine the heavens are ringing with her cries of indignation. What New York has done is simply to refuse to extend "privileges" to any State which does not

reciprocate. New Jersey happens to be such a State, hence these exclamations.

IT WAS SAID a little while ago by a man well posted on the situation that there were more New Yorkers who had taken out Jersey licenses than there were Jerseymen who had performed a similar task with respect to the New York certificate. This being so, many Jerseymen were of the opinion that any retaliatory measures put in force by New York would hurt New Yorkers. They would have to take out New York licenses as well as Jersey ones, and thus would have to pay double tribute. This is quite true and the expected will surely happen. New York motorists who make use of Jersey roads will have to carry licenses from both States, and in this way New Jersey will continue to derive a good revenue from New Yorkers. This will not give any increased revenue to New Jersey this year, of course, for the Jersey licenses have already been taken out by the New Yorkers. But where the shoe will pinch is plain to be seen. New York will not recognize New Jersey licenses after August 1, and consequently the thousands of Jerseymen who drive to New York will have to pay money into the treasury of

the latter State. Of course, they will have to keep on taking out Jersey licenses also, and they will bear the burden of double taxation. Heretofore it has been easy to get along with a New Jersey license, for New York was good natured enough to allow it to be the open sesame anywhere within the borders of New York, notwithstanding the fact that New Jersey, dog-in-the-manger-like, refused to extend a reciprocal courtesy. Now it is the Jersey-men who will get soaked, and there will be little disposition to commiserate with him. To any complaints he may make the retort is obvious: First, purge your own statute books and behave as a neighbor should, instead of displaying porcine characteristics. Then, and not before, will New York let down the bars.

ONE REALLY CANNOT REFRAIN from making merry over the fight of the Jersey motorist, however innocent he may be. Here we have a chain of States establishing reciprocal relations in the matter of the recognition of registration numbers. Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, Pennsylvania, Delaware, Maryland—all are leagued together, and the hand of each is against New Jersey. She has become a Pariah among States. She recognizes no rights of others, extends no courtesies; and in return she is confronted on all sides by commonwealths who say something like this: "You refuse to treat our citizens as friends and neighbors, viewing them instead as enemies to be used spitefully and tribute exacted from. Consequently we will do to you as you do to us. If you come within our borders you will find yourselves entitled to no consideration whatever. You must pay your way, even if you are here only a few hours." This will be treatment of a novel and unwelcome character. But it is richly deserved and no valid complaint of it can be made.

HOPEFUL PERSONS may entertain the belief that Jersey motorists will at last realize that they must act. They may believe that an effort, and a successful one, will be made to modify the law which refuses to extend privileges to the motorists of other States. We do not share this view. We believe that the number of New Jersey motorists who writhe under present conditions is too small to leaven the lump. The majority are supine, and will

meekly pay the price of a New York license (or that of some other State) and say nothing more about it. We *may* be mistaken, but in this matter we are from Missouri.

THE DECADENT PERIOD of the horse is upon us, and the noble equine is less in evidence perhaps than at any period in the world's history. At the same time it is worthy of remark that good horses are more difficult to buy and cost more money than ever before.

A MOVEMENT is on foot in Brooklyn, N. Y., to compel drivers of automobiles to reduce speed on streets near schools, and it is even proposed to bar motor vehicles from some of the streets on which schools are located. Now, if it were required of children to keep off of certain streets, where travel is heavy, the two innovations would work very well.

UNANIMITY on any one subject is something that one rarely hears of. We have heard much of the boom real estate has benefitted by in consequence of the increased use of the automobile, and we have begun to think that there was only one side to the matter. From Pittsburgh comes a different story, however. Complaints have been made in the suburbs of that city that automobiling is hurting the sale of real estate. Real estate dealers allege it is impossible to sell land facing macadamized roads because of the carpet of dust spreading over houses, lawns, trees and surroundings. Automobile owners have appealed to the County Commissioners to oil the roads. That goes right to the root of the matter. Oil the roads, or in some other way lay the dust, and there will be little or no complaint.

THE WAYS OF ROAD MENDERS are beyond the understanding of the ordinary person. There are two main highways between New York and Philadelphia, one leading through New Brunswick and Hightstown to Trenton, and the other through Somerville and Princeton to the same city. The former, in particular, has been permitted to get into a deplorable condition in many places, and several weeks ago a gang of road makers were turned loose on a stretch of road near Hightstown. For a distance of nearly two miles they tore up the original roadbed and in its place put the foundation for a new one. The result was

that people using the road were compelled to drive over nearly two miles of large stones, which have no top dressing whatever. Meanwhile the work of putting the road in shape was begun at one extremity, and from appearances it will be many weeks before the other extremity is reached.

ONE WOULD NATURALLY SUPPOSE that while one of the roads to Philadelphia was being treated in this manner the other would be left open. But in driving over the Princeton road a few days ago it was discovered that the roadmakers were at work there, also. Almost exactly the same treatment has been given a section of road about a mile in length, leading from Kingston Mills almost into Princeton. The drivers of cars are obliged to take to the extreme side of the road, and at one point it is necessary to drive over the stones themselves. Here, too, the work of repairing is going on at one end only, and, as on the Hightstown road, there is every indication that weeks will be consumed in the task. The condition of affairs is nothing short of disgraceful.

WHEN THE CALLAN BILL was passed, and it was provided that it should not take effect until August 1, there seemed to be plenty of time for the carrying out of all its provisions. Time passes so swiftly, however, that August 1 is almost here and thousands of chauffeurs have to pass an examination before they can operate cars. It looks as if there would be busy times in the examination offices during the next couple of weeks.

IT IS SAID that a certain gentleman of a pronounced brunette complexion has an ambition, a serious one, to become an automobile race driver. Well, although not all will admit it, it takes more than brawn to duplicate the feats of Hemery and Wagner, of Robertson and Strang and the long list of famous drivers.

WHILE ADMITTING that there are plenty of people who drive automobiles in a reasonable way, a Philadelphia judge says that there are two classes who merit public condemnation. One is composed of drivers who are "utterly lawless and drunken;" the other, an equally dangerous class, is composed of "young, immature drivers of both sexes who have not the judgment to appreciate the responsibility that

goes with the running of an engine on the public streets." If all this is true, and no one doubts that it is measurably true, the proper thing to do is to limit the activities of the two classes referred to. If this is done the people who drive in a reasonable way will not have so much attention given to them.

A LONG ISLAND HOTEL *points* with pride to the fact that on one Sunday recently 1,500 motoring parties visited it. This is going some.

MEMBERS of the Cleveland Automobile Club have formed themselves into a committee of the whole, with the avowed intention of running down and punishing those who persist in wilfully disobeying the rules of the road and the ordinances of the municipalities through which they pass. The members are giving special attention to chauffeurs who "borrow" the car from its owner, and then violate every law made in regard to motor vehicles. Good results have attended their efforts so far, and they hope to remedy the evil in their locality before long.

IMPASSABLE MOUNTAIN ROADS hold no terrors for the miners in the mountains of Chihuahua, Mexico, any more, for they have contracted with A. M. Williams, of Douglas, Ariz., to take their mining machines from Douglas to the site of the mine by means of a monoplane.

THE FIRST real automobile number of a farm publication," is announced by a publisher of farm weeklies. A very attractive prospectus in colors has been gotten out, on the front page of which is a very alluring picture of a gentleman-farmer making an inspection of his wheat fields in an automobile. The horny handed sons of toil are working hard nearby in the field, while the gentleman-farmer sits in his comfortable seat at the wheel of a real-appearing automobile and talks to one of his foremen. A smiling little lassie sits beside him, with a dog on her lap, and the whole forms a picture which can scarcely do other-wise than imbue the farmer with a keen desire for an automobile. We are told that the "automobile number" will be "crammed full of red-hot automobile news so attractively and suggestively presented and alluringly illustrated that every farmer who reads it will ask himself, 'what car shall I buy?'"

Inaugural Meeting on L. I. Parkway July 30

The inaugural sweepstakes on the Long Island Motor Parkway, scheduled to begin at noon on Saturday, July 30, bid fair to afford spectators an afternoon of most interesting sport. It is now practically assured that fast cars will compete, driven by amateurs of the real "simon-pure" sort, and also by road race stars whose names are familiar to the motor-ing public because of their participation in former Vanderbilt Cup races and other contests of national and international character.

The public will be given an opportunity to witness the performing qualities of cars eligible for both the Vanderbilt Cup race, which is to be held on the Parkway October 1, and the Grand Prize race, which is to be held on the Parkway on October 15. The event will be a combination of speed and time trials, as two cars will be started simultaneously. From the large number of cars that will compete it is expected that several semi-final and final heats will be necessary to determine the winners.

The course for the inaugural sweepstakes will be over the newly constructed portion of the Parkway, which extends from Meadow Brook Lodge to Great Neck. This section was formally opened to automobilists and motor-cyclists on July 9. The approach to the starting line will be near the Great Neck Lodge. The finish of all heats will be in front of the official and grand stands on Hempstead Plains. This was the finishing point of two classic Vanderbilt Cup races and two Motor Parkway sweepstakes. Across the same tape, at this point, will dart the winners of the 1910 Vanderbilt Cup and Grand Prize races.

The engineers who designed and the contractors who constructed this new portion of the Parkway believe that it is as fast as the famous beach course at Ormond, Fla. Skidding and dust are entirely eliminated by the use of scientifically constructed curves and grades and a surface of tar-treated sand and gravel.

New Section of Parkway Opened

W. K. Vanderbilt, Jr., president of the Long Island Motor Parkway, Inc., announced the opening of the newly completed section of the parkway from Meadow Brook lodge to Great Neck for automobiles and motorcyclists on July 9.

It will be found that this newly constructed section is a revelation as to speed, comfort and safety. All highways are crossed above or below grade and curves have been banked involutely, giving a saucer effect, which is intended for sustained high speed. The surface is tar coated and has a gravel road on a concrete base several inches thick. It is absolutely dustless and non-skidding. The contractors have had

gangs of men working overtime to complete this section, which was delayed by inclemency of the weather during the spring. Over this section of the parkway will be run the Inaugural Sweepstakes at noon on Saturday, July 30.

Great Neck lodge can be reached from New York by way of the Queensboro Bridge, through Flushing and Little Neck, where a turn to the right is made directly to Great Neck. The lodge can be reached also from New York and Brooklyn by way of the Hoffman boulevard, Jericho turnpike and New Hyde Park road, at which point drivers should turn north to reach the lodge, which is but a short distance from the turnpike.

Entries for Next Falls Races

Announcement was made last week by W. K. Vanderbilt, Jr., president of the Motor Cups Holding Company, of the entry of three Marmon cars for the Vanderbilt Cup race, to be held on the Long Island Motor Parkway October 1, and for the Grand Prize race, to be held on the Parkway two weeks later. Previous to this, Mr. Vanderbilt had announced

the entry of three Benz cars, to be driven by George Robertson, Barney Oldfield and Victor Hemery, respectively, and also of three Fiats.

The Nordyke & Marmon Company, of Indianapolis, Ind., the entrants of the Marmon cars, have named Ray Harroun and Joe Dawson to drive two of the three cars nominated for the races.

How to Comply With Callan Bill Provisions

With the approach of August 1, when the new Callan bill governing the use of motor vehicles in New York State becomes a law, owners and chauffeurs are asking more and more questions as to how it affects them. For the benefit of those who have not followed the matter as closely as might have been advisable, the following epitome of the new law is printed:

Owners of cars must fill out an application giving a description of it, in which they must tell its type, its maker's name, the factory number, the source of its motive power, its horsepower, the number of cylinders, their bore, the year in which the car was made, its model, and describe its equipment. This in-

formation must be accompanied with an affidavit, stating the description is a full and true one. The former provisions relating to number plates, registration, and equipment are practically unchanged. The registration fees are \$5 for 25 hp. or less; \$10 for 25 to 35 hp.; \$15 for 35 to 50 hp.; \$25 for 50 hp. or more.

Chauffeurs, in addition to filling out an application in which they describe themselves, affix a photograph and answer many questions, are required to pass an examination before they receive a license to operate a car in New York. The application must be accompanied by a certificate from the employer of the chauffeur and by two references at least. The license fee is \$5, payable annually.

Matinee Race at Brighton Beach

Though the Motor Racing Association has postponed its next 24-hour race until August 19 and 20, it was decided last week to hold matinee races on the Brighton Beach motor-drome during the afternoon of Saturday, July 23. There will be a big program of nine star events, and as a special feature a match has been arranged between George Robertson, driving the giant Simplex racing car, and Ralph De Palma, in the famous Fiat "Cyclone." The match will be in five-mile heats, best two out of three, for a purse of \$500, offered by the M. R. A. All the other events will be ten-mile dashes, a distance that insures the cars being driven at top-knot speed all the way.

There will be a free-for-all, a race open to all cars that have competed in 24-hour races

under M. R. A. auspices, and a contest for amateur drivers under the American Automobile Association definition. All sizes of cars are catered to in the program. There will be five dashes under the Class C ruling, as follows: Division 1, for cars with piston displacement of 160 inches and under; Division 2, with displacement from 161 to 230 inches; Division 3, 231 to 300 inches; Division 4, 301 to 450 inches; Division 5, 451 to 600 inches.

This big card of events will be started at one o'clock in the afternoon and will be concluded about six o'clock in the evening. The various dashes are to be run off promptly one after another, so that there will be excitement for every minute of the program. A sanction for this meet has been granted by the A. A. A. to the Motor Racing Association.

Getting Ready for Illinois Races

Work of preparing the roads for the August 26 and 27 race carnival, under the joint auspices of the Chicago Motor Club and the Elgin Automobile Road Racing Association, was started on July 11, and it is thought that the course between the two Illinois cities will be finished so that road practice may be indulged in before the middle of August. It is planned to prepare the course in such a manner that it will be possible for the racers to attain a speed of more than 70 miles an hour.

The grass at the sides of the roadbed will be scraped off, which will give a course of an average width of at least 16 feet. In places it will be 20 feet wide, and there will be hardly any place where two cars cannot pass. Chairman Root found several deep holes in the ditches, and the contractors have promised to bring these flush with the road by filling in.

The loose dirt scraped from the surface will not be left in the ditches, but the entire road between the ditches will be leveled off.

C. S. Rolls, of Channel-Flight Fame, Killed

When the air pressure on the two rear rudders of his Short-Wright biplane became too great at Bournemouth, England, on July 12, the supporting wires parted, became entangled in the propeller, ripped out the support of the other planes and Hon. Charles Stuart Rolls, the man who flew across the English Channel and back without alighting, was thrown to the earth, a distance of 80 feet. When he was disentangled from the wreckage, he was dead. He sustained a fractured skull, a broken neck, and many internal injuries, but his face was unmarked save for a slight bruise on the forehead. Physicians who examined the body said that death was instantaneous.

Captain Rolls was trying for a prize of \$1,250, offered for the aviator who could alight nearest to the center of a large circle in front of the judges' stand. He had made one ascent, but had landed some 70 yards away from the circle. In his second ascent, Rolls had risen easily from a point near his shed and flew down the wind, passing high over the grand stand. It was evident that he intended to make the landing with the wind against him.

As he approached his goal, he gradually brought the machine lower. Flying swiftly over the course, the aeroplane rocked a little on meeting a puff of wind from off the sea, but its progress seemed completely safe and sure. This gust threw the biplane slightly off its course and Rolls swung the two rear rudders over to send the plane to the left. As the wind struck them, they went adrift and the aeroplane dipped and quivered. Then came an ominous crashing sound and the crippled machine plunged head down, the propeller coiling the supporting wire strands about it and tearing the frame to pieces. The stabilizing plane and the rudders gave way, and the machine dropped like a plummet, burying the operator in its wreckage.

The tragedy unnerved everyone, and for a second not a soul moved; then there was a rush for the wrecked machine and careful hands drew out Rolls' body from the mass of twisted wire, broken supports and torn canvas.

Captain Rolls was the third and youngest son of Lord and Lady Llangattock, and at the moment of the accident, which cost him his life, they were one their way to watch him

fly. They were met at the railroad station by Sir Thomas Lipton, who broke the sad news to them and escorted them to the mortuary where their son's body was.

Captain Rolls was born in 1877, and was educated at Eton and at Trinity College, Cambridge. At the University he joined the Volunteers and became Captain of the University bicycle team. Afterward he took a course in engineering, and when his studies were ended he was a Master of Arts and an associate member of the Institute of Civil Engineers.

In his youth Mr. Rolls was one of the pioneers of motoring in England. He drove an automobile about while the ordinance was still in force that every self-propelled vehicle on the public roads must be preceded by a man carrying a red flag to warn pedestrians. Since 1896 he has been one of the best known motor experts in Europe.

When he turned his attention to balloons he kept up his reputation for daring combined with skill, and made various sensational ascents. Then he became fascinated with the possibilities of the aeroplane. He learned first to drive a Wright biplane, because, in his opinion, it was the most difficult of the various types of aeroplanes to master, and an aviator who could use a Wright machine could use any other.

As an aeronaut, both with the dirigible and the old style gas bag, he had won distinction and received several prizes. He had made more than 150 ascents and had crossed the English Channel several times in a balloon before he attempted it in a heavier-than-air machine. In 1906, by a journey from Paris to Sherburne, in Norfolk, he gained the French Aero Club's medal for the longest balloon journey. He was a member of that organization, as well as of the Aero Club of the United Kingdom, of which he was the founder.

The latter club had picked him as one of the three aeronauts to represent England at the international aviation meeting at Garden City, Long Island, N. Y., this fall. He was a certified aeronaut and also held a marine engineer's certificate. Besides his lectures and papers on motor cars and automobiling he also wrote chapters on these subjects and road locomotion in the "Encyclopædia Britannica" and the "Badminton Library."

Secretary Koenig and the Callan Law

Secretary of State Koenig came down from Albany to New York last week and had a long talk with Chief Examiner F. H. Elliott. He made it plain that the new Callan automobile law, which goes into effect August 1, would be enforced to the letter, and that owners of cars and chauffeurs who have not complied with its provisions would be brought up with a sharp turn. At the same time he made it plain that he will not stand for any arbitrary exaction that will unnecessarily embarrass owners or operators of automobiles.

In a brief address to the twenty-nine examiners that make up the board under the direction of the Chief Examiner, the Secretary of State made known what he expected from them. He made reference to his appointing them and then went on to say:

"Now that you are appointed I shall demand efficiency and faithfulness in the discharge of your duties in behalf of the State. Politics and friendships play no part and have no weight whatever in the services which you are to perform. If any examiner shall find that the examination papers of a friend comes into his hands and they are not proper and indicate unfitness I shall expect him to reject the papers. If I learn that any of you fail in this respect I will relieve you from further responsibility as an examiner."

Secretary Koenig's instructions to the examiners were as follows:

"The highways of this State and the streets of this city belong to the people. They are made for the use of all the people. There is no set of men or class of persons that have any preferred rights in the public highways. I want you to see to it that the men who drive automobiles in the streets and highways are men of good character, of temperate habits, and, above all, that they are the sort of men who have due regard for the rights of pedestrians and others in the streets. The man who operates an automobile must not take for granted that he has any special privilege. It will be your duty to see that those who are licensed as chauffeurs are men who will bear this in mind, and when you find men who will not remember it and who disregard the rights of others in the streets you must lodge information against them that their license may be revoked or suspended."

Chief Examiner Elliott then talked to the men who were assigned to him by the Secretary of State. He announced that the first examination of chauffeurs will be held next week at the Secretary of State's new automobile headquarters, at 227 West Seventy-fourth Street, New York City. The quarters he has secured are in perfect readiness for the work. There is a large hall that has been furnished with accommodations for 753 applicants at one sitting. There will be morning and afternoon sessions, when required, in order to cause as little inconvenience and delay to the applicant as possible. Each applicant must attend the examination with the card or notice from the Secretary of State after his formal application has been placed on file in the office at Albany in accord with the requirements of the law. Only those who bring such notices will be allowed to enter the examination. The Chief Examiner and his assistants have no discretion to deal with any applicant who has not filed his application at Albany.

Those applicants who hold licenses under the old law will be given a set of prepared written questions and a blank form on which they will be required to make answers to the questions. They will be supplied with a pencil. No other paper of any sort will be allowed in the examination room. Explicit instructions will be given those taking the examination as to how to answer the questions. The Chief Examiner and his assistants will give all needed help and information.

New applicants, that is, those who are seeking a license as chauffeurs and who have not heretofore been engaged in driving an auto, will be given a personal examination. They will also be required to give a road test. This part of the examination will be under the supervision of Joseph Tracy, the winner of many laurels in automobile speed competition. Mr. Tracy is known as one of the most careful auto drivers in the country. He will have a staff of assistants who will work with him in giving the road tests to new applicants. These road tests will comprise operating an auto in the congested sections of the city, climbing hills, on asphalt pavements, the use of judgment in emergencies, and the general handling of a machine with a view of safeguarding driving under all circumstances and conditions.

De Palma Breaks Records at Plainfield

Johnson's Drive, a tortuous, well-macadamed roadway which climbs from Somerset Street in North Plainfield to the summit of a spur of the Watchung Mountains, was the scene of the second successful hill-climbing contest of the Plainfield (N. J.) Automobile Club on Saturday, July 9. Some 8,000 people came from Plainfield and surrounding towns to witness the event and were rewarded by seeing some hair-raising performances on the hill, which is 3,996 feet long, rises 300.5 feet

3,996 feet hill in 1 minute 22 2-5 seconds.

Only three small accidents occurred during the afternoon. Joe Taylor, in a Correja, broke the forward axle on his car. The car left the road and turned over, but Taylor jumped in time to save himself. During the morning practice Taylor had trouble with his front axle and replaced it. It was the new one that broke in the afternoon. An Oakland entry in the second event developed clutch trouble, and the "Bluebird" Chalmers made the ascent from the



DE PALMA'S TRIUMPHANT FLIGHT

and has an average grade of 7.52 per cent. They lined the winding course and held their breaths as De Palma made the ascent in 1:20, beating last year's record by 8 seconds.

The ten events on the program all afforded exciting sport and the 8,000 spectators who braved the scorching sun were treated to an interesting afternoon's entertainment. While De Palma carried off the main honors of the day, the local lads who piloted cars over the tortuous course—Florence McCarty, Elmer D. Cutting, Walter Kettenring, R. D. Martin, W. F. Hobbie and Dean Rankin—were all credited with excellent performances. The last mentioned driver made the best time for any stock car when he piloted his Chalmers up the

second turn with a flat tire in one of the events and won.

The first event was open to gasoline stock cars, selling for under \$800, and four Hupmobile cars lined up for the class. A. C. Dam was the ultimate winner of this event, sending his car up the hill in 2 minutes 4 seconds. E. B. Libbey was awarded second place in 2 minutes 9 seconds. R. D. Martin was third in 2 minutes 19 4-5 seconds, and E. D. Cutting was fourth in 2 minutes 22 4-5 seconds. W. H. Kettenring, at the wheel of a Mitchell, was the winner of the second event, for cars selling from \$801 to \$1,200, which had four entries, two of which did not finish. The car to finish second was a Maxwell, driven by W. F. Hob-



THE PAINTER OF NUMBERS WAS DRESSED FOR THE OCCASION

bie. Its time was 2 minutes 10 4-5 seconds for the hill.

Event 3 was open to gasoline stock cars, selling for \$1,201 to \$1,600, and Joe Taylor, driving a Correja, was the winner in 1 minute 40 3-5 seconds, the best time of the day up to that point. A Mitchell, with Florence McCarthy in the driver's seat, the only other car

in the class, was timed in 1 minute 57 3-5 seconds. The fourth event was open to gasoline cars selling from \$1,601 to \$2,000. Phil Hines sent his Buick up the hill in 1 minute 32 seconds, which was 3 3-5 seconds faster than the time made by the only other entrant, Howard Bauer, at the wheel of an Oakland.

Great things were expected to happen in the



DESCENDING THE HILL AFTER TRIALS

next event, the free-for-all, as all the large cars, including the 200 hp. Fiat, driven by Ralph De Palma, were entered. All interest centered in the performance of the high-powered Italian car driven by the intrepid Brooklynite, and a hush fell over the crowd as it approached the starting point at high speed. The staccato reports of the exhaust could be heard by those at the upper section of the hill, and these explosions became louder and louder as the big car approached them. With a mighty roar, like that of an artillery battery working overtime, the car shot over the finish line. The crowd gasped at the speed and daring of the driver, and when his time, 1 minute 20 seconds, 8 seconds better than the record established last year by J. A. Rutherford in a Stearns, was announced, De Palma received a tremendous ovation. D. Rankin, at the wheel of a Chalmers, gave De Palma a close run for first place, when he sent his car over the course in 1 minute 22 2-5 seconds. The Houpt-Rockwell, driven by Stanley Martin, was also under the record of last year, its time being 1 minute 22 3-5 seconds.

The next race was an open event, and C. Jones, with a Buick, was the winner in 1 minute 40 seconds, 21 4-5 seconds faster than the time for the second car, a Krit, with Owen driving. Another Krit, Roddens driving, was third in 2 minutes 3 1-5 seconds. J. Juhasz, with an S. P. O., had a walk-over in the next event, that for cars with piston displacements ranging from 231 to 300 cubic inches. His time was 1 minute 31 2-5 seconds. In the event for cars with piston displacements ranging from 301 to 450 cubic inches, Rankin was first, in a Chalmers, in 1 minute 27 2-5 seconds, while a Berkshire, driven by F. P. H. Clapp, was second in 1 minute 29 4-5 seconds. Phil Hines, in a Buick, was third in 1 minute 31 2-5 seconds.

Stanley Martin sent the Houpt-Rockwell up the hill faster than the rest of the cars in the event open to cars with a piston displacement of from 451 to 600 cubic inches. His time was 1 minute 22 3-5 seconds. J. A. Rutherford, with a Stearns, was second in 1 minute 29 4-5 seconds, while another Stearns, driven by C. W. Winslow, was third in 1 minute 30 seconds.

The last event on the program was that for cars owned by residents of New Jersey and driven by amateur drivers. C. W. Winslow drove his own Stearns and won in 1 minute

28 3-5 seconds, 3-5 of a second better than the time made by J. A. Rutherford, also driving his own Stearns, who was the only other contestant in the class.

The North Plainfield Borough Police Department, members from the Plainfield department and a corps of specials efficiently policed the course.

J. H. Wood, president of the Associated Automobile Clubs of New Jersey, represented the American Automobile Association, and acted as referee, while the Contest Committee of the Plainfield Automobile Club consisted of Hugh A. Todd, Alexander Milne, C. B. Brokaw, Allen Laing, F. L. C. Martin, A. C. Thompson, Kent Bender, Gus Barfuss and Hiram A. Woodruff. The summaries:

Class A.—Division 1-A.—Open to gasoline stock cars selling for \$800 and under. Won by Hupmobile (Libbey), 2 min. 9 sec.; second, Schaet (Gray), 2 min. 21 2-5 sec.; third, Hupmobile (Dam), 2 min. 24 sec.

Class A.—Division 2-A.—Open to gasoline cars selling from \$801 to \$1,200. Won by Mitchell (Kettenring), 2 min. 33-4 sec.; second, Maxwell (Hobbie), 2 min. 10 4-5 sec.

Class A.—Division 3-A.—Open to gasoline stock cars selling from \$1,201 to \$1,600. Won by Correja (Taylor), 1 min. 40 3-5 sec.; second, Mitchell (McCarthy), 1 min. 57 3-5 sec.

Class A.—Division 4-A.—Open to gasoline stock cars selling from \$1,601 to \$2,000. Won by Buick (Hines), 1 min. 32 sec.; second, Oakland (Bauer), 1 min. 35 3-5 sec.

Class 3.—Free-for-all. Won by Fiat (De Palma), 1 min. 20 sec.; second, Chalmers (Rankin), 1 min. 22 2-5 sec.; third, Houpt-Rockwell (Martin), 1 min. 23 3-5 sec.

Open Event.—Buick (C. Jones), 1 min. 40 sec.; second, Krit (Owen), 2 min. 1 4-5 sec.; third, Krit (Roddens), 2 min. 3 1-5 sec.

Class B.—Division 3.—Open to gasoline stock chassis with piston displacement of 231 to 300 cubic inches. Won by S. P. O. (Juhaerz), 1 min. 31 2-5 sec.

Class B.—Division 4.—Open to gasoline stock chassis with piston displacement of 301 to 450 cubic inches. Won by Chalmers (Rankin), 1 min. 27 2-5 sec.; second, Nerkshire (Clapp), 1 min. 29 4-5 sec.; third, Buick (Hines), 1 min. 31 2-5 sec.

Class B.—Division 5.—Open to gasoline stock chassis with piston displacement of 451 to 600 cubic inches. Won by Houpt-Rockwell (Martin), 1 min. 22 3-5 sec.; second, Stearns (Rutherford), 1 min. 20 4-5 sec.; third, Stearns (Winslow), 1 min. 30 sec.

Class E.—For gasoline cars to be driven by amateur drivers, muffler, mud guard and bonnet of car removed. Won by Stearns (Winslow), 1 min. 28 3-5 sec.; second, Stearns (Rutherford), 1 min. 29 1-5 sec.

A. A. A. Again Urges Federal Auto Law

BOSTON, July 9.—Members of the A. A. A. Executive Committee slid into Boston yesterday, how many no one knows except themselves, for the only intimation the newspaper men had of it was a statement issued so late Friday that it came near sharing the fate of a spring poem fed to the office cat. The meeting lasted long enough to have a set of resolutions adopted relative to the federal registration bill, but strangely enough for some reason or other no reference was made to the changes in the Bay State law barring visiting motorists. The resolutions could have very well been founded upon these changes, but judging from conditions prevalent here, the Massachusetts legislature may make any changes it wants inimical to motorists without official protest except at the legislative hearings, which in the past have been very much of a farce. President L. R. Speare presided and the resolutions were as follows:

Resolved, That it is the sense of the Executive Committee, assembled at Boston, July 7, in response to a regular call, that the A. A. A., through its State organizations, local clubs and individual members, should renew their efforts toward securing the passage of the federal registration bill, though in an amended form to harmonize any difference of opinion which may have arisen because of national discussion of the measure and added reasons for adoption since its first presentation to Congress.

Resolved, That it is the belief of this committee that a most potent reason for securing a federal registration law now exists in the present inability of the United States to enter into the recently concluded international agreement providing for the issuance of "international plates of identity" which permit the uninterrupted passage from country to country without hindrance in so far as it refers to the identification numbers of a car or the right of its operator to drive.

Resolved, That this act should not interfere unduly with any State that has granted or may grant reciprocity upon its own initiative to the motorists of other States.

Good roads matters also came in for much attention at the Executive Committee session, and to the board having this work in charge were added, at the suggestion of Chairman George C. Diehl, the following new members: Burley B. Avers, Chicago Automobile Club; Leonard Tufts, Pinehurst, N. C.; James C. Travilla, St. Louis, Mo.; Paul Schultze, Utica,

N. Y.; Eben S. Stevens, Quinnebaug, Conn.; Charles L. Sheldon, Auburn, N. Y.

From Chairman Powell Evans of the touring information board came the report that the A. A. A. would be represented by three delegates at the forthcoming meeting in Brussels of the International League of Touring Associations.

Dr. Charles L. Bonifield, president of the Automobile Club of Cincinnati, was nominated by President Speare as an addition to the Executive Committee, the unanimous approval of the committee following. A communication from Robert W. Spangler, authorized by the committee to organize the Idaho State Automobile Association, indicated that Idaho will soon be included in the national automobile family with clubs at Gooding, Twin Falls and Idaho Falls.

From Texas came the application of the Taylor Automobile Club to be added to the association in the Lone Star State. To the individual membership list 62 names were added. Present statistics show that the A. A. A. has exactly 30,153 members in good standing, which with the exception of several hundred scattered individuals are included in the association's 262 clubs.

Commenting upon the present situation in the matter of federal registration, President Speare yesterday said:

It is not an easy task in these times to secure federal results in such manner as not to transgress upon what are designated as the "sovereign rights" of the various States. The efforts of Chairman Charles Thaddeus Terry of our legislative board have included a realization of this difficulty in meeting arguments from this direction, but we are confident that all opinions will be harmonized before Congress reassembles in December next.

The widespread growth of international touring and the progressive methods of the European governments in making more convenient this passing from one country into another has served to accentuate the lack of uniformity in the automobile laws of the United States and the positive necessity of a federal registration plan which shall enable Americans to participate in this touring comity of nations as it affects motor-driven transportation. It is expected with a great degree of probability that this international arrangement will in the near future also include the vexatious questions of customs. But the United States can never participate in this international plan until it shall be possible through federal registration to offer courtesies to visitors from other countries.

Louisville Races Are Curtailed by Rain

The Grand Circuit automobile races, which are to include meets at Louisville, Ky.; Cincinnati, Ohio; Detroit, Mich.; Pittsburg, Pa.; Washington, D. C.; Hartford, Conn., and Boston, Mass., commenced at Louisville on Friday, July 8, with a meet that was scheduled to last two days. Rain interfered with the plans of the promoters, however, and the second day's races had to be postponed until July 16. The contests were held on the Churchill Downs track, and a large crowd attended despite the threatening weather.

Ray Harroun was the star, winning three of the eight events that comprised the program. The start of the races were delayed somewhat by a slight rain which fell early in the afternoon. As the result of the shower the track was slow, and nothing sensational in the way of time was made by the cars, although the races were interesting and closely contested. One accident marred the day when the E-M-F. car, driven by Harry Endicott, crashed through the fence on the first mile of the second race. Endicott was pinned beneath the car, but fortunately received only slight injuries.

The feature of the day was a twenty-five mile combination race, in which two classes of cars started at the same time. In class B, free for all cars, Harroun was the first to flash past the judges' stand in 28 minutes 33 seconds, while Bill Endicott, in a Cole, was awarded first honors in Class A—for cars with piston displacements of from 161 to 230 cubic inches. His time was 31 minutes 42 seconds. Behind Endicott, in the same division, was another Cole, driven by Edmunds.

The first event, a five-mile race for cars with piston displacements under 160 cubic inches, was purely a Herreshoff affair as three cars of this make were the only starters. The cars remained bunched until the entrance into the home stretch on the final round, when the machine operated by McCormick went to the front and remained there until the finish. Emmons' machine came in second, while Smith finished third. The winner's time was 6 minutes 45 seconds.

An E-M-F. and two Cole cars were the entrants in the second event at five miles for cars with piston displacements of from 161 to 230 cubic inches. It was in this race that the accident befell Harry Endicott in the E-M-F.

Endicott's brother, William, driving one of the Coles, was the winner in 6 minutes 17 seconds. Edmunds' Cole was second. Harroun, of the Marmon team, made his first appearance in the third event, five miles for cars of the 231 to 300 cubic inches piston displacement class, and he won in better time than was made during any of the previous races of the afternoon. His time for the five miles was 5 minutes 50 seconds. Hughey Hughes, in a Parry car, gave Harroun a hard tussle during the latter part of the race and was only beaten out of first place by a small margin. A Black Crow, driven by Stinson, also started in this race, but ignition trouble compelled it to be withdrawn on the fourth mile.

Harroun repeated his performance of the third event in the next race, which was for cars with a piston displacement from 301 to 450 cubic inches. His time in this event, however, was not as fast as in the previous race. It was 6 minutes 5 seconds. Dawson, the winner of the recent Cobe trophy race at Indianapolis, finished second in a Marmon, while a Stoddard-Dayton, entered and driven by J. K. Gilchrist, was third. Louis Doerhoefer, of Louisville, started in his Locomobile, but quit the track on the first round.

The fifth event was a five mile handicap, open to cars up to 300 cubic inches piston displacement, and a number of cars were entered. Emmons in his Herreshoff, with a handicap of 70 seconds, had a great advantage over the other entries and finished first, thereby winning a cash prize of \$50. Hugh Hughes in a Parry won second prize after being given a handicap just half of Emmons', while Bill Endicott, in a Cole, who started from the same mark as Hughes, was awarded third prize. The winner's time was 6 minutes 27 seconds. A Ford, driven by Charles Davidson, a local amateur, dropped out of the race on the first lap.

In the sixth event Harroun made the best time of the afternoon for five miles, covering that distance in 5 minutes 49 3-5 seconds. Dawson finished second and Hughes was a close third. After this race Ray Harroun attempted to establish a new record for one circuit of the course, but the best he could do with his Marmon was to send it around for a mile in 1 minute 5 1-5 seconds, 6 1-5 seconds

behind the mark made by Oldfield several years ago.

In the five miles free-for-all handicap, Hughes (Parry), with a handicap of 15 seconds, won by a slight margin from Harroun, who started from scratch. Dawson (Marmon) was third. The winner's time was 6 minutes 5 seconds. The final event of the day was the twenty-five mile combination race, won by Harroun and Bill Endicott. The summaries:

First Race.—Five miles, for cars with a piston displacement of 160 cubic inches or under—Won by Herreshoff (McCormick); second, Herreshoff (Emmons); third, Herreshoff (Smith). Time, 6 min. 45 sec.

Second Race.—Five miles, for cars with a piston displacement of from 161 to 230 cubic inches—Won by Cole (Endicott); second, Cole (Edmonds). Time, 6 min. 27 sec.

Third Race.—Five miles, for cars with a piston displacement of from 231 to 300 cubic inches—Won by Marmon (Dawson); second, Parry (Hughes); third, Black Crow (Stinson). Time, 5 min. 56 sec.

Fourth Race.—Five miles, for cars with a piston displacement of from 301 to 450 cubic inches—Won by Marmon (Harroun); second, Marmon (Dawson); third, Stoddard-Dayton (Gildchrist). Time, 6 min. 5 sec.

Fifth Race.—Five miles, handicap, for cars under 300 cubic inches piston displacement—Won by Herreshoff (Emmons), 1 min. 10 sec.; second, Parry (Hughes), 25 sec.; third, Cole (Endicott), 35 sec. Time, 5 min. 17 sec.

Sixth Race.—Five miles, free-for-all—Won by Marmon (Harroun); second, Marmon (Dawson); third, Parry (Hughes). Time, 5 min. 49 3-5 sec.

Seventh Race.—Five miles, free-for-all, handicap—Won by Parry (Hughes), 25 sec.; second, Marmon (Harroun), scratch; third, Cole (Endicott), 25 sec. Time, 6 min. 5 sec.

Eighth Race.—Twenty-five miles, race "A," for cars with 161 to 230 cubic inches piston displacement—Won by Cole (Endicott); second, Cole (Edmonds).

Ninth Race.—Twenty-five miles, race "B," free-for-all—Won by Marmon (Harroun); second, Marmon (Dawson); third, Parry (Hughes). Time, 28 min. 33 sec.

Atlanta Preparing for Big Race Meet

Arrangements for the race meet of the Atlanta Automobile Club on the Atlanta, Ga., Speedway, have been completed and a sanction to hold the meet on July 23 has been granted by the American Automobile Association. The races will be run entirely under the piston displacement rule except in the free-for-all, the pursuit and the handicap events. Three or four special races will be arranged between local drivers, among whom the greatest rivalry exists. The list of events is as follows:

Event 1—Two-mile time trials. Free-for-all. Prize, cup; class D.

Event 2—Six miles. Open to any gasoline car with a piston displacement of 160 cubic inches and under. Prize, cup; class S, division 1.

Event 3—Ten miles. Open to any gasoline car with a piston displacement of 451 to 600 cubic inches. Prize, cup; class C, division 5.

Event 4—Eight miles. Open to any gasoline car with a piston displacement of 301 to 450 cubic inches. Prize, cup; class C, division 4.

Event 5—Twelve miles. Open to any gasoline car with a piston displacement of 231 to 300 cubic inches. Prize, cup; class C, division 3.

Event 6—Pursuit race. Free-for-all. Entrants to be stationed an equal distance behind each other; all to start at once, and when one car is passed by another the car being passed is out of the race.

Event 7—Eight miles. Open to any gasoline car with a piston displacement of 161 to 239 cubic inches. Prize, cup; class C, division 2.

Event 8—Ten miles. Free-for-all. Prize, cup; class D.

Event 9—Eight miles. Open to any gasoline car with a piston displacement of 160 cubic inches and under, and from 161 to 230 cubic inches piston displacement. Cars of both classes to start at the same time. Prize to winner of each class. cup; class C, divisions 1 and 2.

Event 10—Twelve miles. Open to any gasoline car with a piston displacement of 231 to 300 cubic inches, and from 301 to 450 cubic inches piston displacement. Cars of each class to start at same time.

Event 11—Ten miles. Free-for-all. Prize, cup; class D.

Event 12—Twenty miles. Open to any gasoline car with a piston displacement of 451 to 600 cubic inches. Prize, cup; class C, division 5.

Event 14—Ten miles. Free-for-all handicap. Prize, cup; class D.

Event 15—Twelve miles. Free-for-all. Open only to amateur drivers. Prize, cup, with title of Atlanta champion; class D.

Six Hour Track Endurance Run

A six-hour track endurance run will be held on the Point Breeze track, Philadelphia, Pa., on August 6, under the auspices of the Quaker City Motor Club. The event will be open to stripped cars of Class C., Division 1 to 6, inclusive, and will be for a \$1,000 prize, divided, \$750 to the winner and \$250 to the second car. The entrance fee is \$100.

Harroun and Dawson Shine at Cincinnati

The cars and drivers that participated in the Grand Circuit meet at Louisville, Ky., on July 8 moved up to Cincinnati, Ohio, on July 10, and held a one-day meet at the famous Latonia track. Ray Harroun and Joe Dawson, in Marmon cars, were the bright stars of the day, capturing most of the events. The track was not in very good condition for automobile contests, having been used the day previous for trotting races.

A new car to enter the racing ranks was the Cino, manufactured in Cincinnati. Driven by Walter Donnelly, it finished second in the third event, a five-mile race for cars with piston displacements ranging from 231 to 300 cubic inches. Dawson, at the wheel of a Marmon, was the winner by a close margin, in 6 minutes 4-5 second.

There was quite a crowd out to witness the eleven events that comprised the program, and it was treated to some excellent racing. The meet was a complete success, not an accident occurring to mar the sport. Fred Wagner stopped off on his way from the West and acted as starter, while Homer George, one of the promoters of the Grand Circuit meets, was referee. Ray Harroun attempted to establish a new record for the one-mile track, and was timed in 1 minute 2-5 second, three seconds behind the mark held by Barney Oldfield. One of the events that attracted considerable attention was the Tri-State championship race, for cars privately owned and in regular use by residents of Kentucky, Ohio and Indiana. The distance was five miles, and the successful car was a Matheson, driven by Stevens, which completed the five circuits of the track in 5 minutes 41 1-5 seconds. A Stoddard-Dayton, with Gilchrist, finished second, with a Cino, Donnelly acting as pilot, in third place. The combination race, of ten miles, was won by Harroun, in a Marmon, and W. Endicott, in a Cole. Marmon won the class for cars exceeding 230 cubic inches piston displacement, while Endicott was the successful driver in the division for cars of 161 to 230 cubic inches piston displacement. The summaries:

Five Miles, for stock chassis cars, Class B, Division 1, under 160 cubic inches piston displacement, minimum weight 1,100 pounds.—Won by Herreshoff (Emmons); Herreshoff (McCormick), second; Herreshoff (Smith), third. Time, 6:14 1-5.

Five Miles, for chassis cars, Class C, Division 2, 161 to 230 cubic inches displacement.—Won by Marmon (Joe Dawson); Cino (Walter Donnelly), second; Detroit-Dearborn (Ramey), and Black Crow (Stinson) did not finish. Time, 6:00 4-5.

Five Miles, for stock chassis cars, Class C, Division 4, 301 to 450 piston displacement.—Won by Marmon, 32, (Harroun); Marmon (Dawson), second; Stoddard-Dayton (Gilchrist), third. Time, 5:57 2-5.

Five Miles, handicap, under Class E, for cars up to 300 inches displacement.—Won by Harmon (Dawson) (scratch); Herreshoff (Emmons), (30 seconds), second; Cole (Endicott), (20 seconds), third. Time, 6:23 2-5.

Five Miles, for all cars privately owned and in regular use by residents of Kentucky, Indiana and Ohio.—Won by Matheson Six (Stevens); Stoddard-Dayton (Gilchrist), second; Cino (W. Donnelly), third. Time, 5:41 1-5.

Five Miles, free-for-all cars.—Won by Marmon (Harroun); Marmon 32 (Dawson), second; Matheson (Stevens), third. Time, 5:23 2-5.

Five Miles, free-for-all.—Won by Herreshoff (Roberts), (40 seconds); Marmon Six (Dawson), (5 seconds), second; Cole (W. Endicott), (20 seconds), third. Time, 5:50 3-5.

Ten Miles, two races starting at same time; to driver finishing first. Race A for cars from 161 to 230 cubic inches piston displacement.—Won by Cole (W. Endicott); E-M-F. (H. Endicott), second. Time, 12:58 3-5. Race B, for cars exceeding 230 cubic inches piston displacement.—Won by Marmon (Harroun); Marmon (Dawson), second. Time, 12:06 4-5.

Iowans Climb a Norwalk Hill

An interesting hill climbing contest was held at Norwalk, Ia., on July 4, a number of cars from Des Moines participating in the four events that comprised the program. The course used was a quarter of a mile long and the cars were sent away from a standing start. A Westcott "40," driven by Blair, won the feature event, the free-for-all, and also the contest for cars of 40-50 hp. His time for both events was 27 seconds. A Buick, with Rassensberger at the wheel, won the class for 30-35 hp. cars in 28 seconds, and another Buick, piloted by Smith, was the winner of the race for cars of 20-28 hp. The time for this event was 32 seconds.

The Mercer County Automobile Club was recently formed by motorists of Mercer County, Pa., with a membership of nearly 200. The following officers were elected: President, William McIntyre; vice-president, Leon Robbins, and secretary and treasurer, Guy Marshall.

Inaugural Aviation Meet Thrills Atlantic City

Breaking all records for altitude reached in a heavier than air machine, Walter Brookins gave the crowds which thronged Atlantic City, N. J., some unexpected thrills when he ascended to more than a mile and a sixth in the air. Then, to cap the climax, he glided to earth with a dead motor, his supply of gasoline having given out while he was still above the clouds.

Glenn H. Curtis also performed wonders in his biplane, making a new speed record for a 50-mile course. In addition to this he gave an exhibition of what may be expected from an aeroplane in time of war. He also did some stunts in the way of fancy flying, dipping and gliding in a most sensational manner.

All told, the ten days aviation meet at the Atlantic coast resort, which began July 1, was replete with thrills, sensation following sensation in rapid order. John J. White, president of the Atlantic City Aero Club, under whose auspices the meet was held, in presenting the prizes of \$5,000 each, to Brookins for making an altitude record and to Curtiss for his speed record, thanked the aviators for the entertainment and instruction they had furnished and said that the meet would be made an annual fixture in the summer life at Atlantic City.

Weather conditions on July 7 prevented any of the aviators from making an ascent. The sky was clouded over and a stiff gale was blowing directly off the ocean. While it would have been a comparatively easy matter for any of the aeronauts to rise in the air, their landing would have been attended with grave peril. The boardwalk and points of vantage along the shore front were crowded all day, and many were disappointed because the aviators refused to risk their lives for the pleasure of the curiosity seekers.

Things were different on July 8 and Glenn H. Curtiss came to the fore, playing a number of aerial pranks which set the spectators gasping. He also established a new record, but it was not one for height, distance or duration of flight. He merely used his machine the same way the ordinary man uses an automobile. That is, he went across country, dropped in on Captain Hugh Willoughby at Ventnor, paid a social visit and then flew back to the waiting throngs on the Atlantic City beach.

Walter Brookins and Curtiss made an ascent in the morning, but did not remain aloft very long, weather conditions not being suitable for prolonged flights. Shortly before 6 o'clock in the afternoon, Curtiss had his machine wheeled out on the beach and made an ascent. Then while the crowd watched him, circle and do the other stunts peculiar to the style of craft he was operating, he suddenly swung his machine straight down the beach. Eagerly he was watched and then he suddenly disappeared. Seconds passed into minutes and no word came from Curtiss. From being worried, his friends became alarmed for his safety and Brookins was just about to start in his machine to look for him, when Curtiss telephoned from Ventnor that he was calling on Captain Willoughby and that he expected to return in a few minutes. And sure enough, soon a speck appeared over the beach and this became, with a speed approaching that of a rocket, the machine driven by Curtiss, and when it arrived over the starting point, Curtiss circled several times and then descended within a few inches of where he had started from.

Officials of the Aero Club were astonished at the flight and questioned Curtiss as to the way he made his ascent for his return. He laughingly told them that while it was easier to take off when his trained machinists were helping him, it was no very hard matter to make his machine rise without any assistance.

All altitude records were broken on Saturday when Brookins, in a Wright biplane, soared out over the ocean and up to a height of 6,175 feet, a mile and a sixth up in the air. This flight was witnessed by a crowd of more than 35,000 persons and was sensational in the extreme, as the youthful aviator used his last gasoline to reach the altitude and then had to make his descent with a dead engine. In fact, the descent was merely a series of hair raising glides. The barograph, an instrument for recording altitude, which Brookins carried into the clouds with him, registered 6,100 feet, but the engineers, who had taken observations with their instruments, announced that he had made an additional 75 feet. This apparent discrepancy is explained by the fact that the barograph acts slowly and the last upward rush was so rapid that it did not have time to record the altitude before the descent was started.

Brookins left the beach at 6.08 and at 6.59 he had attained an altitude of 5,680 feet. At 7.04 he reached the highest point ever attained by man in a heavier than air machine and then he dropped the distance, which it had taken him almost an hour to negotiate, in less than seven minutes, the last 500 feet of the descent being made in a series of short spirals that kept the biplane at such an acute angle that it was feared every second it would turn over.

When the frail machine landed on the beach, within a hundred feet of its landing place, the immense crowd rushed forward and the young aeronaut was literally hugged by excited thousands. Breaking away from them, Brookins sought safety in the office of the manager of the Million Dollar Pier. There he was presented with a huge bouquet of American Beauty roses by Miss Eva Coffyns, sister of the aviator, Frank Coffyns.

In speaking about the trip, Brookins said that there was an evenness to the air all the way up which favored him and that after he had made the first thousand feet, there was a total absence of the currents and eddies which have proved so disastrous to the fliers in their work near the earth.

Glenn H. Curtiss had planned to give the spectators a double bill of thrills with an attack on the speed record while Brookins was going after the altitude. Three times he sailed into the air, but each time he was forced to descend after being aloft but little more than five minutes. He said that the wind was sweeping diagonally over the course and this prevented him from getting the speed limit from his machine. Atmospheric conditions on the lower levels kept the aviators from trying to cover the 20 mile five-lap race over the ocean course.

Despite the protests of Aero Club officials, who advised against a flight over white caps too rough to allow even a life boat to stay off shore, Curtiss made an exhibition flight out to sea just before dark on Sunday evening, July 10, rather than disappoint the big crowd which had stood patiently along the boardwalk and on the beach for hours in hopes of seeing an airship in action.

The sea was so rough that the stake boats, which had been placed to mark the course for the 50 mile flight, dragged their anchors and were forced to make for a harbor. But even

with these handicaps and in the face of a squally southern breeze, which tipped the plane in a dangerous manner, Curtiss gave a lively exhibition of skillful flying and made circles over the breakers.

Traveling at an average height of 400 feet and at a speed of almost 40 miles an hour, Curtiss on July 11, in a biplane of his own design, covered the 50 miles over the sea course in an hour and 14 minutes and established a record for a flight of that distance in America. There was a light breeze from the south and the conditions were favorable in every way for the flight. The course, two and a half miles in length, was marked by range flags. It practically covered the sea front of the resort, which was crowded with spectators exceeding a hundred thousand in number. It was the largest throng which had gathered at the beach since the inauguration of the meet.

It was at first planned to have a triangular course, but owing to the trouble found in holding a stake boat at anchor, the ranges were substituted. This pleased the aviator, who gained a time allowance of six minutes and six seconds for the turns, the flight being measured for a straightaway course.

Curtiss covered sixty miles in his flight and when he glided down to the starting point his engine was in perfect order and was running as smoothly as when he started. He thought that he could make better time, because while in the air a slight shift in the wind tilted his planes several times and delayed him about fifteen minutes. The second lap was the fastest he made.

On the fourth lap, Curtiss pointed his machine skyward and climbed to a height of 500 feet, seeking favorable air currents to speed his craft over the course, but they were not found and he soon settled down to driving at an altitude of 400 feet. The official figures as to time are as follows:

	M. S.
First lap.....	8:19 4-5
Second lap.....	6:01 2-5
Third lap.....	7:37 1-5
Fourth lap.....	7:33 4-5
Fifth lap.....	8:33 1-2
Sixth lap.....	7:39
Seventh lap.....	7:27 1-2
Eighth lap.....	7:29
Ninth lap.....	7:21 3-10
Tenth lap.....	7:21 1-5

Hardly had Curtiss landed when Brookins shot into the air. After several preliminary

whirls he began a series of corkscrew evolutions which caused even the more experienced aviators in the crowd to gasp. After turning the machine so that it almost stood on end, he drove it so that it seemed to be scraping the sand, then he shot upward. It was the most daring and spectacular flying seen at the meet.

At the conclusion of this exhibition, Curtiss made his high flight record. With the same barograph carried by Brookins when he established the new mark for heavier than air machines, Curtiss shot up from the ground as though propelled from a catapult. Soaring like a gull, he went steadily upward until he reached the height of 1,650 feet, then he made his descent. The ascent and the descent all told did not exceed eight minutes and this was a record for attaining that altitude in such a time.

Brookins and Coffyn then made a flight in one machine, Coffyn going as a passenger. A little later Curtiss made a short flight with Lincoln Beachy, of Philadelphia, as a passenger.

Hurling oranges for bombs at circles in the sand representing airships, Curtiss showed on the closing day of the meet, July 12, that the aeroplane would be a factor in protecting coast cities from attacks by foreign warships. He also sent a few of his oranges so close to a yacht that the spray raised by their splash drenched several ladies who were watching the flight. And to add to his feat, he managed his machine with such accuracy and speed that the commander of the yacht said that it would have been impossible to train a rifle on him while he was attacking the boat. It was one of the most spectacular flights of ten days of sensational flying and established a new record for Atlantic City.

Brookins gave an exhibition flight and swept up for some 1,000 feet, his machine being lost at times in the banks of clouds which filled the sky. He contented himself with flying in circles, dipping, banking and gliding and did not attempt any of the stunts which earlier in the week had caused the spectators to gasp with astonishment.

Shocking Fatality to Balloonists

One of the most disastrous accidents in the history of aeronautics occurred on July 13, when the dirigible balloon "Erbsloeh," through some unknown cause crumpled up while flying at a height of approximately 2,624 feet over Pettcheed, Germany, and crashed to the ground, killing its five occupants. The killed included Captain Oscar Erbsloeh, the constructor of the craft. The others were Herr Toelle, a manufacturer of Barman, and the three men of the crew of the airship, Kranz, Hoeppe and Spicke.

The fatal flight started from Dusseldorf early in the morning of July 13 and the balloon made good progress before a stiff breeze. When over the village of Pettcheed observers on the ground were horrified to see the great gas bag crumple up in midair and the aluminum car underneath hurtle earthward. The bodies of the five men were unrecognizable when soldiers and physicians reached the spot where the car struck. The car itself was shattered to tiny fragments, pieces of the metal and the heavy motors being driven deep into the earth.

The Erbsloeh was built in 1909 and was of 2,900 cubic meters capacity. It was of the

Zeppelin type, only much smaller, and was driven by two gasoline motors of 125 hp. each. Since its initial flight, a year ago, the craft has made several successful trips of short duration. It was impossible to ascertain the exact cause of the disaster, but many believe that the explosion came from the expansion of the gas in the balloon when it was warmed by the clear rays of the sun at the high altitude the dirigible attained. Others are of the opinion the fuel tanks exploded.

To Race Over Outside Course

MARBLEHEAD, Mass., July 11.—The feature event in yachting circles along the Atlantic coast this week will be the power boat race from Marblehead to New York, which starts next Saturday. The Corinthian Yacht Club is handling the event this year and already there are indications of more than a dozen entries. For the first time while racing to the westward the boats will go to the south of Long Island instead of through the sound. Last year when the boats came from Gravesend Bay to Marblehead they came by the outside route and it was decided to send them back this year the same way.

Dr. Onofroff Performs Startling "Stunts"

When it comes to arranging entertainments very few in the automobile industry or sport can compare with Tom Moore, of the Motor Racing Association. Tom has a reputation for ingenuity and he certainly lived up to it when he arranged the entertainment and reception which was held in the club house of the Motor Racing Association, in West 58th Street, on July 13.

The oppressively hot weather kept the attendance down somewhat, but as it was, some 100 members of the association and their friends witnessed the remarkable experiments of Dr. Henry Onofroff, a French psychist, who was the entertainer of the evening. Dr. Onofroff performed some really wonderful experiments, or tricks, in mind reading, but when the hypnotic part of the program was reached suitable subjects could not be found among the audience and that part of the entertainment was curtailed.

For the purpose of assisting Dr. Onofroff in his mind reading experiments, a committee consisting of Messrs. Charles Watson, Duncan Curry, J. H. White, L. D. Rockwell, Samuel Reiger and Fay Sheets was appointed and then the audience settled back in their seats to "be shown." The first trick was that of placing a nail in the centre of a cross marked on the floor while blind folded. Dr. Onofroff left the room and one of the committee marked a cross on the floor while another hid a hammer in the bosom of his shirt and a third placed a nail in the pocket of his trousers. The doctor was led into the room while blind-folded and one of the spectators was requested to step upon the platform and concentrate his mind on first where the hammer was hidden, then the nail and finally where the cross was marked. After going through some fantastic motions with his hands and legs, the performer went over to Mr. Watson and withdrew the hammer from his shirt bosom. A short time after he found the nail in Mr. Curry's pocket and then struck the nail exactly in the center of the chalk-mark cross.

In the second experiment several men in the audience were assigned by the committee to participate in a supposed crime while Dr. Onofroff was out of the room. The doctor promised that when he returned he would dis-

cover the assassin, the victim, the instrument used to kill and an article stolen from the person of the victim. Immediately after the doctor's exit from the room L. D. Rockwell volunteered to "kill" "Ed" De Mar and then proceeded to "cut the latter's heart out." As soon as Demar was "dead" Rockwell "stole" his tie. The knife with which the "murder" was committed was secreted on a ledge under a table on the platform while the tie was hidden in the trellis work.

The doctor was led in blind-folded and, as in the trick with the hammer and nail, one of the audience was appointed to concentrate his mind on first the assassin, then the victim, the stolen object and finally the weapon. After a short delay caused, the doctor said, by the gentleman from the audience taking his mind off the supposed crime, the performer located De Mar, Rockwell, the tie and the knife. To find the tie Dr. Onofroff was compelled to climb to a chair to pick it out of the trellis work.

After this experiment the psychist did some interesting stunts with Duncan Curry's watch, Wally Owen's cigar and an electric bulb, and then an intermission was called before the experiments with the doctor's hypnotic powers were started. Eight subjects volunteered to be hypnotized, but three of these were eliminated after the first test. Although the doctor declared the other five were fit subjects, he found it impossible to work his powers over them. He said he was handicapped considerably by his unfamiliarity with the English language. He had a little success when he tried "Al" Camancheo, however, for he gained possession over Camancheo's muscles and when the latter was placed in a chair with his hands on his knees he declared afterward it was impossible for him to rise to his feet.

The night's entertainment ended when the doctor, starting from the basement of the building, located, while blindfolded, an envelope placed in a port hole in the billiard room on the second floor.

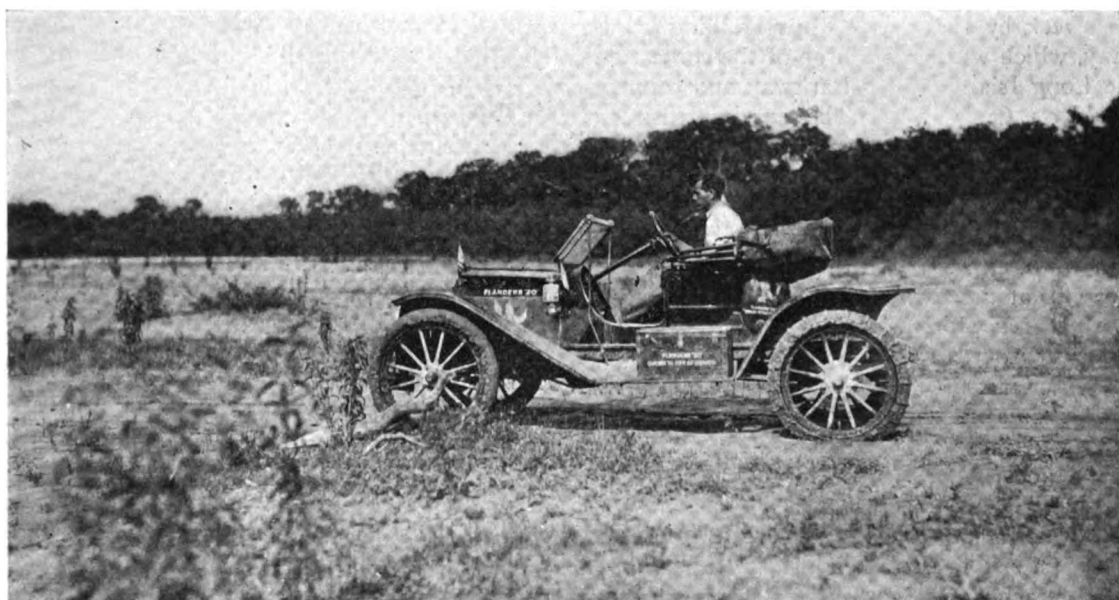
The St. Paul Automobile Club gave its annual orphans' outing last week, entertaining the children with a 24-mile ride to the Anchorage, the club's summer home. One hundred and fifty were taken on the tour.

"Three Flags" Car Crosses Mexican Border

Finishing its course through Canada and the United States, the little Flanders "20" on July 7 was guided across the Rio Grande and the last stage of its journey "under three flags" was begun. Had the day been made to order it could not have been more nearly perfect, and when the car and its crew left Neuva Laredo, Mexico, on July 8, for its trip across the Mexican desert to Monterey, it was given a rousing farewell by the custom house officials, United States regulars, cowboys, vaqueros and peons, who assembled at the corral early in the morn-

dered the trip anything but a pleasure jaunt. Upon the arrival of the car in Laredo, Messrs. Lane and Bruske, its crew, devoted themselves to seeing to the bonding of the car through the United States custom house and also to the laying in of supplies which had to last them until they reached Monterey, the first city of any size within Mexico. After crossing the Rio Grande, the route took them through a desolate country.

The formalities of bonding the car through the United States and Mexican custom



IN OKLAHOMA, DRIVING OVER THE QUICKSANDS OF THE CANADIAN RIVER

ing. Owing to the difficulties the tourists expected to meet in the desert, an extra supply of gasoline, oil, water and food were carried on the car. The crew were also heavily armed, rumors of bandits being rife when they left the border.

The last day of the run on American soil was an extremely tiresome one for the tourists. From Austin, Texas, to Laredo, the route took them through a wild country traversed only by cattle trails, with which southern Texas is crisscrossed. Houses were hidden and widely scattered and the few towns were merely water tanks and shipping points for cattle and watermelons. The country was very arid, despite the recent heavy rains and the dust ren-

dered the trip anything but a pleasure jaunt. Upon the arrival of the car in Laredo, Messrs. Lane and Bruske, its crew, devoted themselves to seeing to the bonding of the car through the United States custom house and also to the laying in of supplies which had to last them until they reached Monterey, the first city of any size within Mexico. After crossing the Rio Grande, the route took them through a desolate country.

All information obtainable at Laredo regarding the road to the capital of Mexico was of the vaguest, and was not of a nature to encourage the tourists. Reports of desert waste, where food and water have to be carried long distances, predominated, and stories of bandits infesting the trails were common.

Extra weapons were secured by the crew before the car crossed the Mexican border.

Although crippled by rheumatism and threatened with a more serious disease, W. J. Lane refused to give up his post at the steering wheel of the little car, and on the afternoon of July 7 he guided it over the bridge which crosses the river which separates the United States from Mexico. And he was careful to halt the car exactly in the middle of the bridge,

so that the Mexican flag could be given the place of honor and the flags of the United States and Canada could be arranged to flank it. He declared that he had started the tour and he was going to pilot the car into the City of Mexico, even if he was returned to his home via a coffin. The night of July 7 was spent on Mexican soil at Neuva Laredo, where the car was parked next to a native chile concarne emporium.

Vanderbilt Cup Race Blanks are Out

Entry blanks for the sixth race for the William K. Vanderbilt, Jr., Cup were sent out this week by the Motor Cups Holding Company, which will have charge of the contest on the Long Island Motor Parkway and country roads on October 1. The entries close on September 24. As told in a previous issue of AUTOMOBILE TOPICS, the race will be open to Class C cars, Division 4-C and 5-C, which, according to the American Automobile Association rules, under which the event will be run, means that the car, or chassis, must be made by a factory which has, during the last twelve months prior to the date of the contest, produced at least fifty motor cars, not necessarily of the same model. There will be no weight requirements in this year's race, but the cars will be classed according to piston displacement, Division 4-C being cars of from 301 to 450 cubic inches, and Division 5-C cars ranging from 451 to 600 cubic inches. The entry fee for each car is \$500.

The race this year is to be of the same distance as that of last year, 22 laps of a 12.64 miles course, or a total of 278.08 miles, and the winner, in addition to being awarded the Vanderbilt Cup, will receive a cash prize of

\$2,000. A special "Donors Trophy" will also be given to the successful entrant. To the entrant of the leading car in the class other than that which wins the cup and cash, there will be awarded a special "Donors Trophy" for permanent ownership. No more than three cars of any one make may be entered in any one class. Every car shall be entered subject to a detailed examination by the Technical Committee, so that all evasions of the rules may be prevented. This examination shall be at the headquarters on the course not later than three days prior to the start.

The entry blanks for the Wheatly Hills Trophy race and the race for the Massapequa trophy, which will be run simultaneously with the Vanderbilt contest, were issued along with the blanks for the big event. The Wheatly Hills race is for cars with a piston displacement of from 231 to 300 cubic inches and a minimum weight of 1,700 pounds. The distance is 15 laps of a 12.64 miles circuit, or 189.60 miles. The Massapequa contest is for cars with a piston displacement of from 161 to 230 cubic inches, minimum weight of 1,400 pounds. The distance is 10 laps of a 12.64 miles circuit, or 126.40 miles.

John E. Borne Dies Suddenly

The sudden and unexpected death of John E. Borne occurred this week at Garden City, L. I., where he had been ill of pleuro-pneumonia for two weeks. He was considered almost out of danger, but a relapse occurred and ended in his death. He was 58 years old and is survived by his wife.

In addition to being first vice-president of the A. C. A., Mr. Borne was head of the Borne-Scrymser Company, manufacturers of lubri-

cating oils. Later he was president of the Colonial Trust Company until its merger with the Trust Company of America.

He was a Director in the National Park, Mutual, and Plaza Banks, the Mount Vernon Trust Company, Rockland County Trust Company, Colonial Safe Deposit Company, Home Life Insurance Company, Bethlehem Steel Corporation, International Steam Pump Company, and many other corporations.

McKeesport's Hill Climb

An Inter-State car driven by A. G. Somerville won the free-for-all event and established the best time of the day at the hill climbing contest held at McKeesport, Pa., on July 6. The contestants started from Shaw Avenue at the railroad track, thence going along to Walnut, to Hucy, to Versailles, to Union Avenue, to Beaver Street, a distance of 5,000 feet. Somerville drove his car over the course in 1 minute 41 seconds. The times of the cars entered in the various classes follow:

Class D, cars listed at \$1,000 to \$1,750.—Buick, 2 min. 12 sec.; Kline Kar, 2 min. 15 sec.; Oakland, 2 min. 15 sec.; Auburn, 2 min. 22 sec.; Inter-State, 2 min. 25 sec.; Hudson, 2 min. 31 sec.

Class E, cars listed at \$999 and under.—Ford No. 3, 2 min. 3 sec.; Ford No. 2, 2 min. 33 sec.

Class B, cars listed at \$2,451 to \$3,750.—Kline Kar, 2 min. 1 sec.; Premier, 2 min. 30 sec.

Free-for-all.—Inter-State, 1 min. 41 sec.; Buick, 1 min. 50 sec.; Ford, 1 min. 55 sec.; Stevens-Duryea, 2 min. 2 sec.; Oakland, 2 min. 15 sec.; Packard, 2 min. 15 sec.; Kline Kar No. 7, 2 min. 16 sec.; Kline Kar No. 8, 2 min. 28 sec.; Hudson, 2 min. 28 sec.

Winning one of the most important hill climbs in the West, the Inter-State car entered in the Mount Morrison hill climb, just outside of Denver, Colo., showed clean heels to all competitors in the free-for-all event last week.

The performance was an unusually good one, for not only did the Inter-State lower the records for the hill itself, but it bettered the best efforts of its nearest opponent by more than six seconds. It was one of the best contests yet held in that section.

\$250,000 Motordrome for Denver

Not to be outdone by Atlanta, Ga.; Indianapolis, Ind., and Los Angeles, Cal., motorists of Denver, Colo., have announced that a \$50,000 motordrome is to be constructed in the vicinity of the "mile-high city." According to the report, the Denver speedway is to be ready for preliminary races on Saturday, August 6. It is not actually in the city of Denver, but at Sable, eight miles from the larger city. The Kansas & Pacific Railroad has arranged to run special trains, and will make special rates to the track.

The track, located in a natural amphitheater, is to be $3\frac{1}{4}$ miles long, of dirt construction and oval shape. The homestretch will be a $1\frac{1}{4}$ -miles straightaway and 150 feet wide. The remainder of the course is to be 100 feet wide. Wells and reservoir tanks are under construction for sprinkling purposes. The steel grand stand is to have room for 20,000 persons.

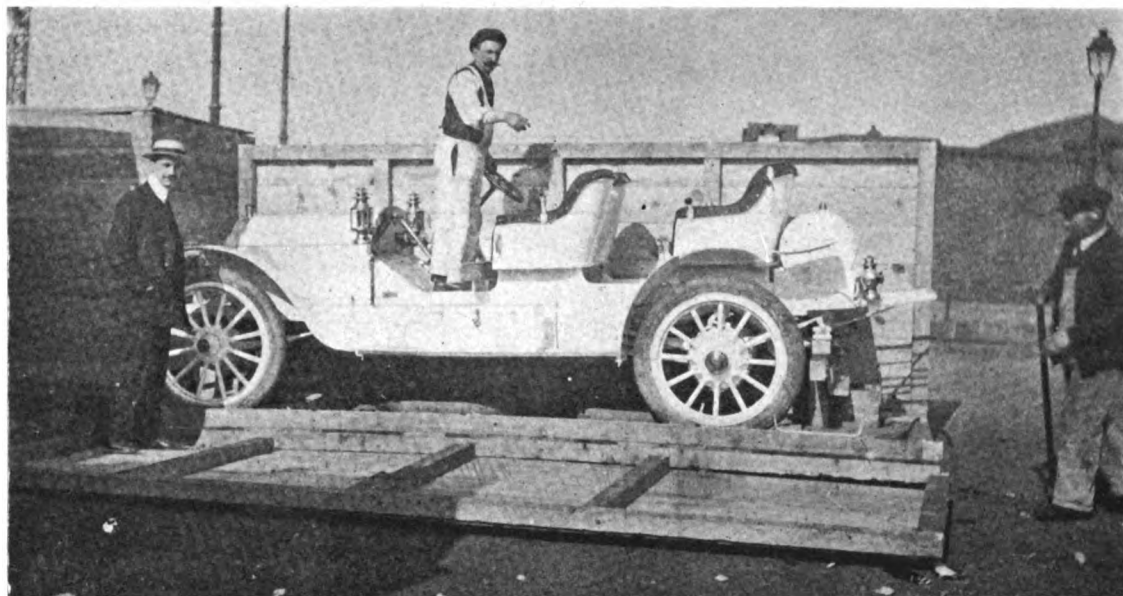


THE DENVER INTER-STATE WINNER

Motoring in Normandy

The motorist who starts from Havre, which has become the great port of entry for American automobiles, will probably follow "Route Nationale No. 14," which takes him to Rouen via Pointese. But if he cares for country lanes and byways, and if watching the kilometre stones whizz by is not his sole ambition, he will do better to take the river road through Caudebec and Duclair. These country roads in France are as good as the main highways, sometimes better, because they see so much less traffic and they give one, somehow, a more intimate acquaintance with the towns and villages and with the people one meets en route.

with the Retired British Officer." He was standing in the middle of the road, gazing ruefully at a little two-cylinder American runabout of the vintage of 1900. We pulled up and asked if we could help him. He had bought the American car in England, with the intention of touring in France. He explained that he knew nothing about motor cars, but the dealer in London told him the engine was so simple that all he had to do was to crank the car and away he'd go. But the beastly thing wouldn't go. He had to get the entire garage force out in Havre to push him along the street until the motor and the gears agreed to



UNLOADING THE STUDEBAKER CAR

Bearing this in mind, we left the Route Nationale when we reached the tram line at the village of St. Romain, and swinging the nose of the Studebaker to the right, pointed her toward Lillebonne. We had seen the car out of the crate at Havre and photographed our touring party in front of the American Express Company's office, and as we swung up the long hill after leaving Harfleur, we took some comfort in the thought that we had no schedule to follow but could travel as fast—or as slow—as we liked.

We were looking for roadside experiences, and were rewarded by promptly encountering one, which shall be known as the "Experience

work in harmony! And now he was stalled in the country, with no one to give him a push!

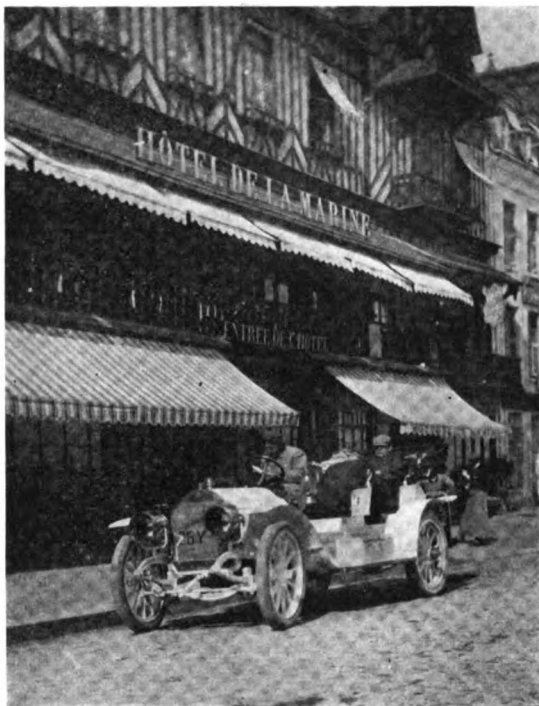
We looked at the car. Beside the big Studebaker glistening in her white enamel and polished bonnet, and with the power of 40 horses under her bonnet, it looked like a dingy tug boat under the shadow of one of the private yachts in the basin at Havre.

"Jump in," we said, and together we shoved the little runabout along the road. He promptly got under way, swerving from one side to the other as though to prove the driver's experience. We passed him and went to Caudebec for dejeuner. We were sitting in the balcony of the Hotel de la Marine, when half an

hour later he came down the village street, chickens dodging from under his mud guards and a couple of dogs yapping in the rear.

He gleamed when he saw us. "Now," he said, "I can stop and have something to eat, for I know you'll shove me away again." We waited until he had finished to push the car along the road, and helped him out again at Duclair. A long hill followed, where the road leaves the Seine valley and climbs up into a pine forest. Here we left him far behind, our car shooting up and around the curves all the way to the top on third speed. But we paused before we began the descent, to admire the wonderful view of the spires and towers of Rouen, with the river winding through the valley below.

After passing the gates of the city, we stopped in a square with a statue in the centre to inquire the way to the hotel. It took some minutes to get the information; in the meantime our British officer was whirling round



A STOP FOR LUNCHEON AT CANDEBEC ON THE SEINE



PASSING UNDER THE TOWER OF THE GREAT CLOCK, ROUEN

and round the statue. Round and round he went, a crowd gathering at a safe distance to watch the performance.

"What's the matter," we inquired as he

passed, "why don't you stop?" "Can't," he shouted, "I'm afraid if I do she'll never go again. When you're ready I'll tag along behind!"

A few moments later we passed under the ancient "Tower of the Great Clock," and turned into the courtyard of the Hotel du Nord.

Railroads the Guide for these Tourists

Plans for the third annual automobile tour of the dealers and private owners in Kansas City, Mo., have been decided on, and arrangements are now being made for the reception of the tourists while they are on the road. The run will be started on August 31, and will go to Colorado Springs, Colo., where a stop over of three days will be made, the tour ending in Kansas City on September 8.

According to the schedule, the tourists will stop on the way to Colorado Springs at Newton and Dodge City, Kan., and La Junta, Colo. On the way home they will put up at Sharon Springs, Colo., and Wilson and Manhattan, Kan. The Sante Fe Railroad tracks will be the guide on the outward bound trip and the Union Pacific tracks on the return trip.

Odd Fancies About Registration Numbers

One of Shakespeare's well-known characters once propounded the question, "What's in a name?" Various answers have been given it, but whether they satisfied the seeker after knowledge is not known. Now Samuel S. Koenig, Secretary of State for the State of New York, has come to the front with another question, which bids fair to equal in interest the query of ancient times. He asks, "What's in a number?" and, although he wonders, he fears that his curiosity will never be satisfied. It all comes from the approach of the date when the new Callan law will go into effect in New York.

Men of prominence—judges, lawyers, doctors, editors, merchants, Wall Street brokers, office holders, college professors—and men in all walks of life are applying for new registration numbers, and they each seem to have a preference for some particular set of numerals. Owing to the great pressure of business, many numbers are being assigned in advance of August 1, when the law becomes effective.

The greatest demand up to date has been for low numbers, those between 1 and 25 being the ones most wanted. But no applicant was desirous of getting either 13 or 23. In fact, many of the applicants set forth most distinctly that they did not want either of them. Both were assigned, however, Percy Lang, of Waverly, getting owner's No. 13 and his driver getting the chauffeur's No. 13. The mystic No. 23 fell to State Senator George B. Agnew.

No. 1 Mr. Koenig gave to Dr. Nicholas M. Mandl, of 305 East Tenth Street, New York. Superintendent of Insurance Hotchkiss, of Buffalo, received No. 2; H. A. Meldrum, of Buffalo, drew No. 3; Silas W. Prime, of Upper Jay, No. 4; Edward H. Butler, proprietor of the *Buffalo Evening News*, No. 5; Judge Hart, of Buffalo, No. 6; Senator George A. Davis, No. 8; Judge Barlow, of New York, No. 9, and Senator James A. Emerson, No. 10, No. 100 and No. 1000.

State Comptroller Clark Williams received Nos. 14 and 16. Charles G. Bennett, Secretary of the United States Senate, expressed a preference for No. 32 and received it. Congressman J. Sloat Fassett preferred No. 34. Mrs. Fassett's machine will bear No. 36. State Treasurer Thomas B. Dunn, of Rochester, has

four machines, and he wants them to carry Nos. 64, 65, 66 and 67.

J. Roosevelt Shanley, the New York contractor, wrote Mr. Koenig that he was partial to No. 126, and it was given him. His partner, John J. Morrissey, gets No. 127. Lieut.-Gov. Horace White, of Syracuse, was given Nos. 500 and 600 upon his request. Superintendent of Public Works Frederick C. Stevens told Mr. Koenig that he is partial to Nos. 11110 and 11111, and he received them both.

Former Chairman William J. Conners, of the Democratic State Committee, owns three automobiles. He has a fondness for Nos. 86, 87 and 88, and his machines will be listed under those numbers.

A well-known politician from up-State called on Secretary Koenig recently and asked that, as his machine once had the number 41144, he would like to use it under the Callan law. Another statesman wrote that he defeated a certain candidate for mayor of his home city a few years ago by a majority of 3,333, and he wanted that number laid aside for him.

An examination of the chauffeurs in New York City was held on Thursday morning, July 14, at the headquarters of the Secretary of State, at 227 West 74th Street, in that city. Of course, all of the 36,000 chauffeurs in the city were not examined in one day, and the tests will be continued until all have satisfied the requirements of the new law. The up-State examiners will hold their examinations during the early part of next week. Secretary Koenig has ruled that tests for the chauffeurs must be fair and impartial. The test is a severe one.

Catskill Climb Off Until September

The Catskill reliability contest and hill climb, which was scheduled to start from New York to-day—Saturday, July 16—and end on Monday, July 18, has been postponed until September 10, 11 and 12. The Motor Contest Association, which is promoting the affair, declared that the postponement was caused by the absence of many of the New York dealers, who are on their vacations, and the lack of 1910 models available to be entered in the contests. It is thought that on the new dates dealers will be in a very good position to give the public a line of their 1911 models.

New Records Made at Rheims Meeting

Records for distance and duration of flight were made and broken with equal ease at the international aviation meeting, Bethany Plains, Rheims, France, and when the close came on July 10, many new marks were set. The meet showed the great improvement which has been made in the art of flying since the gathering there of a year ago. Although the American machines were not as much in evidence this year as they were last, it did not mean that this country had fallen behind, but that American aviators found too much to attend to at home to spend any time in entering foreign competitions.

Experts believe that the most important achievement of the meet was the speed attained by Leon Morane, who made 110 kilometers (68.42 miles) an hour. They declare that this will soon be followed by a speed of 180 or 200 kilometers, at which speed the aeroplane would be little affected by the wind. The era is in sight, declare the men who have followed the development of flying, when travel by aeroplane will be as safe, and twice as fast, as by train.

On July 9, M. Labouchere broke the duration record made by Henry Farman on November 3, 1909, at Mourmelon, France, when he was in the air for 4 hours 17 minutes and 53 2-5 seconds, by flying 340 kilometers in 4 hours 37 minutes 45 seconds. This was considered the best record of the meet, and Labouchere was resting on his laurels when, the following day, Olieslagers made a flight of 393 kilometers (244.44 miles) in 5 hours 3 minutes 5 seconds.

The only American competitor, Weymann, while he did not win a prize, managed to make a consistently good showing, and there never was a minute that he was not feared by the others. His actions throughout were characterized by the clean sportsmanship displayed.

The sixth day of the meet on Bethany Plains was replete with sensational performances, during one of which world's records for duration and distance were endangered. Herr Olieslagers, a Belgian aviator, with a Bleriot monoplane, remained in the air for 3 hours, 39 minutes and 39 seconds, breaking the duration record made by Henry Farman at the first Rheims meeting last year. During this flight he covered 255 kilometers, 550 me-

ters, or about 160 miles, which is a new distance record. During the speed contest Mons. Leon Morane, the French aviator, covered 20 kilometers, 12.42 miles, in 13 minutes 42 seconds.

The day ended by Mons. Latham rising 1,384 meters and disappearing in the clouds. Mons. Morane, in a Bleriot monoplane, followed, joining Latham in the sky, where they remained for three-quarters of an hour. The clouds at intervals hid them. Morane descended very rapidly, but Latham continued his flight and disappeared for 20 minutes, eventually reappearing over Rheims, having flown 10 kilometers in his sweep over the country. Morane did not exceed a height of 1,110 kilometers. The height reached by Latham—1,384 kilometers (4,540 feet)—surpassed the record made by Paulhan at Los Angeles, but it fell short by 399 feet of the record of 4,939 feet made by Walter Brookins in a Wright machine at the recent aviation meeting held at the Indianapolis, Ind., Motor Speedway.

Several accidents occurred during the day's flights, but none of the aviators were seriously injured.

Monoplanes held the attention of the spectators on the seventh day of the meet, Morane, in a Bleriot racer, specially constructed for the contest for the Coupe Internationale d'Aviation in America, carrying off the honors by covering five kilometers in 2 minutes 51 seconds, and ten kilometers in 5 minutes 47 seconds. Mamet, also in a Bleriot machine, and carrying two passengers, broke all passenger carrying records for distance, duration and speed, by making a flight of 92 kilometers, 750 meters in 96 minutes and 4 seconds. Aubrun, Ladougue and others also made exceedingly good flights, and several of the minor records were broken by the aviators.

The greater speed of the monoplane over the biplane was strikingly illustrated by Olieslager's flight, as he, in a monoplane, covered 234 kilometers, the distance done by Henry Farman in a biplane in November, 1909, in 4 hours and 17 minutes—in almost exactly an hour less than Farman had taken. There is a decided tendency to increase the power of the motor, and one machine which took part in the meet was equipped with a Gnome motor which was capable of developing 100 hp.

The final day of the meeting brought to light the purely sporting side of aviation, and some first-class racing was seen by the thousands which thronged the vast field. Over a triangle across country for the Coupe Michel Ephrussi, another record was established when Mons.

Leblanc, in a Bleriot machine, covered the 22 kilometers in 17 minutes 14 1-5 seconds, winning the race. Wagner was second in 20 minutes 57 1-5 seconds, and Nieuport was third, covering the triangle in 23 minutes 22 3-5 seconds.

Will Try to Fly Across the Atlantic

It was announced last week that the first actual attempt to cross the Atlantic Ocean in an airship will be made this summer by Walter Wellman and Melvin Vaniman, who, it is expected, will make their start during the last part of August or early in September, from a base somewhere in the vicinity of New York City. The daring flight by these two aeronauts will be under the auspices of the *Chicago Record-Herald*, *New York Times* and the *London Daily Telegraph*. It is intended, if the flight is a success, to make a landing in the vicinity of London.

The airship in which this voyage will be started is the great motor balloon known as the *America*, especially constructed for the Wellman polar expedition. The big gas bag has already been submitted to severe tests in voyages over the Arctic Ocean north of Spitzbergen.

When the airship starts on her three-thousand-mile voyage she will have a crew of six men, including a Marconi operator, and a complete equipment of aeronautic and navigation instruments. Some of these have been specially made for this trip. The *America* has a carrying capacity of more than eighty passengers and crew. The fuel supply for the voyage across the Atlantic will be carried in a steel tank of 1,600 gallons capacity. Eighty tons of sulphuric acid and sixty tons of iron turnings will be used for generating the hydrogen, and a hydrogen gas apparatus was recently shipped from Paris.

In point of size the *America* is second only to Count Zeppelin's monster airship. During the past winter and spring she has been entirely rebuilt and enlarged at the Wellman workshops, near Paris. In her present condition she is 228 feet long, with a diameter of 52 feet and a gas capacity of 345,000 cubic feet. The total lifting power of this great gas bag is 24,000 pounds—about twelve tons.

Suspended from the gas bag is a steel car

156 feet long and weighing 4,500 pounds. The balloon section, composed of three thicknesses of cotton and silk, with three layers of rubber, weighs an equal amount. The rest of the equipment, including the crew of six men and food supplies, weighs about five thousand pounds, leaving about ten thousand pounds available for carrying gasoline.

The airship is equipped with three motors. One, of 80 hp., will send the *America* through the air at the rate of about twenty miles an hour, and is the motor which will be used through the most of the voyage. She also carries a motor of 200 hp., which it is planned to hold in reserve when higher speed is desired. With both motors working the ship will travel about thirty miles an hour. The third motor is of about 10 hp., and will be used to pump air and handle certain parts of the machinery. It is estimated that from six to ten days will be required for the voyage across the Atlantic, to some part of Europe.

Curtiss and Hamilton Fall Out

Glenn H. Curtiss has brought suit against Charles K. Hamilton to recover \$6,000 which he claims is due him on royalties for use of the Curtiss biplane which Hamilton has been giving exhibitions in around the country, and in which the New York-Philadelphia flight was made. Hamilton says he has withheld the money until Curtiss explains some of his actions.

The complaint sets forth that Curtiss leased the biplane, with which he won the international speed contest at Rheims last summer, on the basis of 60 per cent. royalty of all moneys which Hamilton received for flying with this machine, and that \$6,000 of this is owing and payment has been refused.

Both men gave interviews to the newspapers, in which they were exceedingly bitter in their statements.

Closes Boston Park Roads to Motorists

BOSTON, July 11.—Mayor Fitzgerald's threat that he would close the Boston parks to motorists if the Legislature did not give the city 25 per cent. of the receipts from the motor department of the State has been given some semblance of reality by the Boston Park Commission, for today the latter body sent out a notice that such roads as were now being used by automobilists were to be closed to them. Before the ruling becomes effective the State Highway Commission must approve of them and a hearing has been set for July 27. This means that the motorists have at least two weeks to pull themselves together to protest against the ruling. That owners and dealers will be united on this there is no question, for the park roads afford direct communication with other towns nearby and residents there will naturally kick.

When the petition of Mayor Fitzgerald was pending in the Legislature he threatened to have the roads of the Boston and Metropolitan parks closed to motorists, but the Legislature did not pay any attention to him and refused to grant his wish. Then he sent communications to both the Metropolitan and Boston Park Commissions to close the roads. The Metropolitan Park Commission refused to do so, but as the Boston Park Commission is made up of men appointed by the Mayor it was expected that they might act on his sug-

gestion. Why they waited so long before making a decision is an enigma, unless it were figured out that many prominent motorists should not be on hand to oppose the ruling before the highway commission.

The claim put forth at this time is that the receipts this year will be more than \$300,000, which, with the funds available from the State, will make more than is really necessary for the maintenance of the State roads, and so the city should get a portion. However, this can only be done by act of the Legislature, and so nothing would be available until next year, and to deprive the motorists of the use of the roads for 10 or 11 months is looked upon as too much of a jab at them to use as a lever on the Legislature.

There is some doubt as to the constitutionality of the proceedings also. In other instances where petitions were heard asking to close roads the highway commission refused where there were roads connecting one town with another and it is hoped they will refuse to approve these rules. It would be very much of an injustice to close the parkways outlined by the commission, for a number of them are regular streets, which because of being adjacent to the parks were given over to the park department. This would mean that motorists who lived on these streets could not get to and from their homes in their cars.

Delawarean Will Issue New Jersey Licenses

WILMINGTON, Del., July 9.—Hereafter it will not be necessary for Delaware automobilists and those coming North from other States to wait until they reach New Jersey to procure a Jersey license, a bureau for the payment of licenses and issuing of tags and certificates having been established at 826 Market Street, this city, with Charles G. Guyer, secretary of the Delaware Automobile Association, in charge. Mr. Guyer a few days ago was appointed by J. B. R. Smith, of Trenton, Motor Vehicle Commissioner of New Jersey, to be his deputy here, with authority to issue licenses.

An automobilist who goes into New Jersey without a license issued by that State must get one as soon as he arrives or run the risk of being arrested, which is a pretty sure risk,

and as it is inconvenient to hunt up a license bureau on a moment's notice, the establishment of a bureau here is a great accommodation, not only to Delawareans, but also to residents of Southern States on their way North. Those who do not expect to tarry in Jersey, but merely go through the State or remain there a week need not pay a yearly license, as fractional licenses are issued, the minimum being for eight days, which can be used during eight consecutive days or in two periods of four days each.

Another stretch of 15 miles on the Long Island Motor Parkway will be opened to automobilists this fall, work having been started on the road between Farmingdale and Ronkonkoma last week.

PREVENTIVES AND REMEDIES

The four joints of the steering are apt to be very much neglected. By the four is meant the two ball joints of the steering rod and the two plain joints of the cross coupling rod. Although leather cases are so easily made and so cheaply procurable, many cars are going about with these four joints exposed to mud and dust. On the other hand, some users seem to think that if they put leather covers over the joints they can practically neglect them for twelve months so long as they have packed them full of grease before putting on the leather covers. This is a mistake unless outside means of lubrication are provided, and even then it is advisable to remove the covers and to examine the joints occasionally. Some steering joints have little grease cups or small oil lubricators, which project through the leather casing, so that lubricant can be added from time to time; but many good cars are turned out without anything of the sort. The joint is simply smothered in grease, and then the leather case is strapped on. This does very well for a time, but at least four times a year the covers should be removed, the joints thoroughly cleaned with paraffin, and then they should be carefully and copiously oiled before being repacked with grease. While doing this they should be most carefully examined to see that all nuts and pins are absolutely safe and sound, and that no undue wear has taken place. Of course, the ball joints can be adjusted, but the two plain joints of the coupling rod are non-adjustable, and if much worn it is necessary to fit new pins or to rebush the coupling rod.

The first essential to a good job of soldering is to have the surfaces to be soldered perfectly clean and free from all grease and grime. Cleaning the parts may be accomplished by scraping, filing, burning, or a soda bath. Have a well-tinned soldering iron, free from grease or dirt.

Resin may be used at a flux, but some prefer acid. Before attempting to apply the solder, heat the surfaces to be soldered. This is necessary to make the solder stick. If not heated the cold metal will cool the solder before it has a chance to adhere.

Don't get the soldering iron so hot as to

burn the solder, but just hot enough so the solder will work well. If the iron is too hot the solder will work too quickly. There are various mixtures of solder—use the one intended for the work in hand.

The plates in some multiple disc clutches have a tendency to hang together when using too thick oil, but by mixing the lubricating oil used with kerosene, in about equal parts, or even with the greater proportion of kerosene much of this trouble will be eliminated. If a clutch continues "grabbing" it is a sign that the plates are either carbonized or badly scored and roughened. If this condition materializes the only remedy is to dismantle the clutch and clean the plates, taking care to polish any which appear in the least cut or roughened. Such clutches need frequent cleaning, first with kerosene, which cuts the oil, and then with gasoline, taking care to drain out all the old lubricant and sediment from the case before new oil is supplied. Only a light grade of oil should be used in clutches of this character, as too viscous a lubricant will cause adhesion between the plates.

When the tail lamp glass breaks, red tissue paper bought from a stationery or toy store can be substituted, the paper being either tied round the lamp with string or fitted into the frame which held the glass. As there is no head draught on the lamp, this "wrinkle" is perfectly feasible. If a sheet of paper such as is wrapped around butter can be obtained, it can be fastened on with wire after doubling it and greasing it, coloring with red ink or dye. This can be used for head and dash lamps also, without coloring the paper, of course. A handkerchief can also be used, and if none are lost the pieces of glass can sometimes be held together by adhesive plaster.

It is necessary to strain the gasoline through chamois in filling the tank. No one thing causes more exasperating trouble than dirt in the fuel system. Since frequently the hole through which the gasoline has finally to travel in the carburetor is only .04 of an inch in diameter, it will be seen that it does not take a very big piece of dirt to choke it up.

COMMERCIAL MOTOR VEHICLES

Railroad to Use Auto Truck

Automobile trucks will enter still another field shortly when the receiver for the Union Railway of the Bronx, New York, puts into service an automobile repair wagon. At present these vehicles are drawn by horses and at times it is necessary to drive six, eight and ten miles to make emergency repairs to cars, wires and poles. Considerable time is consumed while the horse-drawn vehicles are on their way to the scene of the accident and as a result traffic is delayed. It is the intention of the company to do away with the horse-drawn wagons and install motor-driven vehicles. The new repair wagons are to be equipped with the customary raised platform used for repairing overhead wires.

Commercial Car Garage

The Autocar Company, of Ardmore, will shortly erect the first fireproof commercial car garage in Philadelphia, Pa. It will be located at 23d and Market Streets, with a frontage of 120 feet on Market Street and 106 feet on 23d Street. It will have a capacity of 300 Autocar trucks. There will be four floors, and the roof will be devoted to the forging and brazing department. Each floor will be equipped with two washstands for the cars, chauffeurs' quarters, tool room, lockers, etc. Large showrooms and sales offices will occupy the Market Street front. The purpose of this new branch building is to maintain an efficient service department.

Edwards Gets His Autos

It was only last week that Mayor Gaynor, of New York, received from the Board of Aldermen a request made three years ago by Commissioner Edwards of the Department of Street Cleaning for three or more automobiles.

The first request on the matter by the Commissioner was on March 23, 1907, when he asked for the issue of bonds of \$12,000 to purchase the cars which were to be used in connection with the stock and plant of the street cleaning department.

Mayor Gaynor did not sign the request when last received, but it went into effect notwithstanding his approval or disapproval. Commissioner Edwards was allowed \$11,650.

Whitewater Delivery Wagons

The Whitewater Manufacturing Co., of Whitewater, Wis., on July 1 began the regular production of motor trucks and delivery wagons. After experiments lasting nearly a year, the light truck built for demonstration purposes has been adjudged satisfactory. The plant is now working on orders for ten cars, but will make additions immediately in order to take care of the unusual amount of business obtained from all parts of the United States.

Military Motor Competition

The rules to govern the reliability trials of industrial and military motor vehicles which are to be held from August 10 to September 8 by the French Automobile Club, were recently issued. The principal depot from which all the vehicles will start for the various daily runs will be at Versailles. The competing vehicles will be divided into classes according to their suitability for military requirements or public-passenger service, a special class being provided for the motor busses in the service of the General Omnibus Company of Paris.

Canning Company Using Trucks

The Wisconsin Pea Cannery Co. has equipped all of its canning plants in Wisconsin with motor trucks, including several "utility" wagons made by the Stephenson Motor Car Co., of Milwaukee, and a number of second-hand cars of all kinds converted into delivery wagons.

Wisconsin's Motor 'Bus Line

The first motor 'bus line to be established on schedule passenger transportation work in Wisconsin is now being operated between Ripon and Green Lake, Wis., by the Ripon-Green Lake Auto Bus Line. The fare for the 30-minute trip is 40 cents; round trip, ticket not transferable, and good only on day of issue, 75 cents; ten tickets, good either way until used in any hands, redeemable if not used, \$3.75. Passengers living inside city limits of either Ripon or Green Lake will be called for and returned to residence without charge. Green Lake is one of the best summer resorts in central Wisconsin.

A Motor Mail Collection

The postmaster of Kansas City, Mo., has been having all kinds of trouble in having collections made from the street mail boxes at night, but now he hopes that his worries are at an end. He has installed a Maxwell car to do the work and it is exceeding his fondest expectations. The car is of the runabout type; the rumble has been removed and in its place is fitted a specially constructed steel gondola, in which the mail matter is placed. Other cars will be installed in the near future.

More Autos for Firemen

Among the approved papers received from Mayor W. J. Gaynor, of New York, this week was the granting of the request made by the Commissioner Waldo to be allowed to purchase without public letting two automobiles, not to exceed \$4,000 each and to be used by the Deputy Fire Commissioners in the boroughs of the Bronx and Queens.

New Use for Buick Car

The Wisconsin State Board of Control has purchased a Model 10 Buick for the use of the steward of the State Hospital for the Insane at Mendota, near Madison, Wis. The Buick displaces a team of horses. Its special

purpose is for quick use in tracing escaped patients and in other emergencies.

Has Chauffeur, But No Car

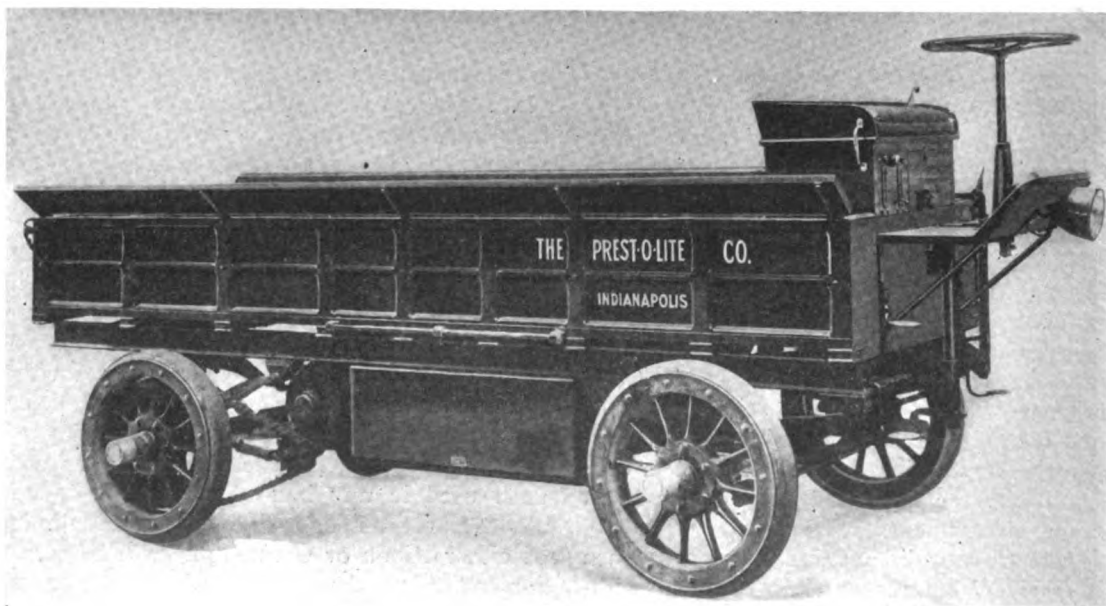
Superintendent Murphy of the Building Department of New York City is the latest city official to see the benefits of the motor car. While he has not got the car as yet, he feels so confident of obtaining it that he asked the Board of Estimates and Apportionment to appoint a chauffeur for his department and they did so.

Postal Officials Order 20 Cars

After extensive experiments with electric motor-vans for use in postal work, the German postal authorities in Berlin have placed an order for twenty vehicles. These machines will serve as substitutes for the fourteen lines of letter mail collecting vans which now gather the letters from the various outlying localities and take them to the central office.

A Grabowsky "Joy Wagon"

The Elks' Grabowsky "joy wagon" was given a thorough trial before the herd arrived this week. It carries 30 persons comfortably and is finished in royal purple and white, the Elks' colors. This week it has been used to show visitors Detroit and its beauty spots.



WAVERLEY ELECTRIC TRUCK FOR PREST-O-LITE CO.

MICHELIN



TIRES

"AS USUAL"



Won all important contests at the Indianapolis Speedway, including the

Cobe Trophy,	200 Miles
Remy Trophy,	100 Miles
\$1,000 Trophy,	50 Miles

Of the Ten Contests Friday, Michelins Won Nine
Of the Ten Contests Saturday, Michelins Won Eight
Of the Six Contests on the Fourth, Michelins Won Five

This convincing evidence of the superior durability of Michelins under hardest usage must appeal to every motorist.

Michelin Tires have won ninety-five per cent. of all the world's important speed endurance contests for the past fifteen years.

MICHELIN

MILLTOWN, NEW JERSEY

Loose Sheets of This and Previous Sections May be Obtained by Remitting 10c. for Each

OSHKOSH, WIS., TO ST. PAUL, MINN.

The second section of the route from Chicago to St. Paul starts at Oshkosh, Wis., and passes through such towns as Stevens Point, Junction City, Stanley, Chippewa Falls and Hudson. The details follow:

Continue on Main highway out of Oshkosh and go 16 miles north where turn into the ridge road. Follow this highway 4 miles to Medina. Then go west 2 miles to Dale and 4 miles further west to Fremont. Northwest 2 miles and west 2 miles. Then west and northwest 7.5 miles to

Waupaca (37.5 miles).

Continue west 1 mile on main traveled road and then northwest 4 miles to Sheridan. Follow R. R. tracks northwest 5.5 miles to Amherst; 14.5 miles northwest on main road to

Stevens Point (62.5 miles).

From Stevens Point follow Wisconsin Central R. R. through Webster, Junction City, Milladore, Sherry, Auburndale to

Marshfield (100.5 miles).

Follow main road through Greenwood, Withee to Stanley. From this city go straight west on good road to Boyd. Then southwest to Cadott; southwest along W. C. R. R. tracks to

Chippewa Falls (172.5 miles).

From Chippewa Falls go west 4 miles and then turn south for 1.5 miles, thence north

and turn west 3 miles, north 1.5 miles, thence west and southwest 3 miles to

Albertville (185.5 miles).

From Albertville go west $2\frac{1}{2}$ miles, thence south 2 miles, thence west 1 mile, south 1 mile, almost straight road west for 10 miles to

Menominee (202 miles).

Go north 3 miles, thence west, angling to the north 8 miles, thence left or south 7 miles to Knapp. From here go directly west for 6 miles to

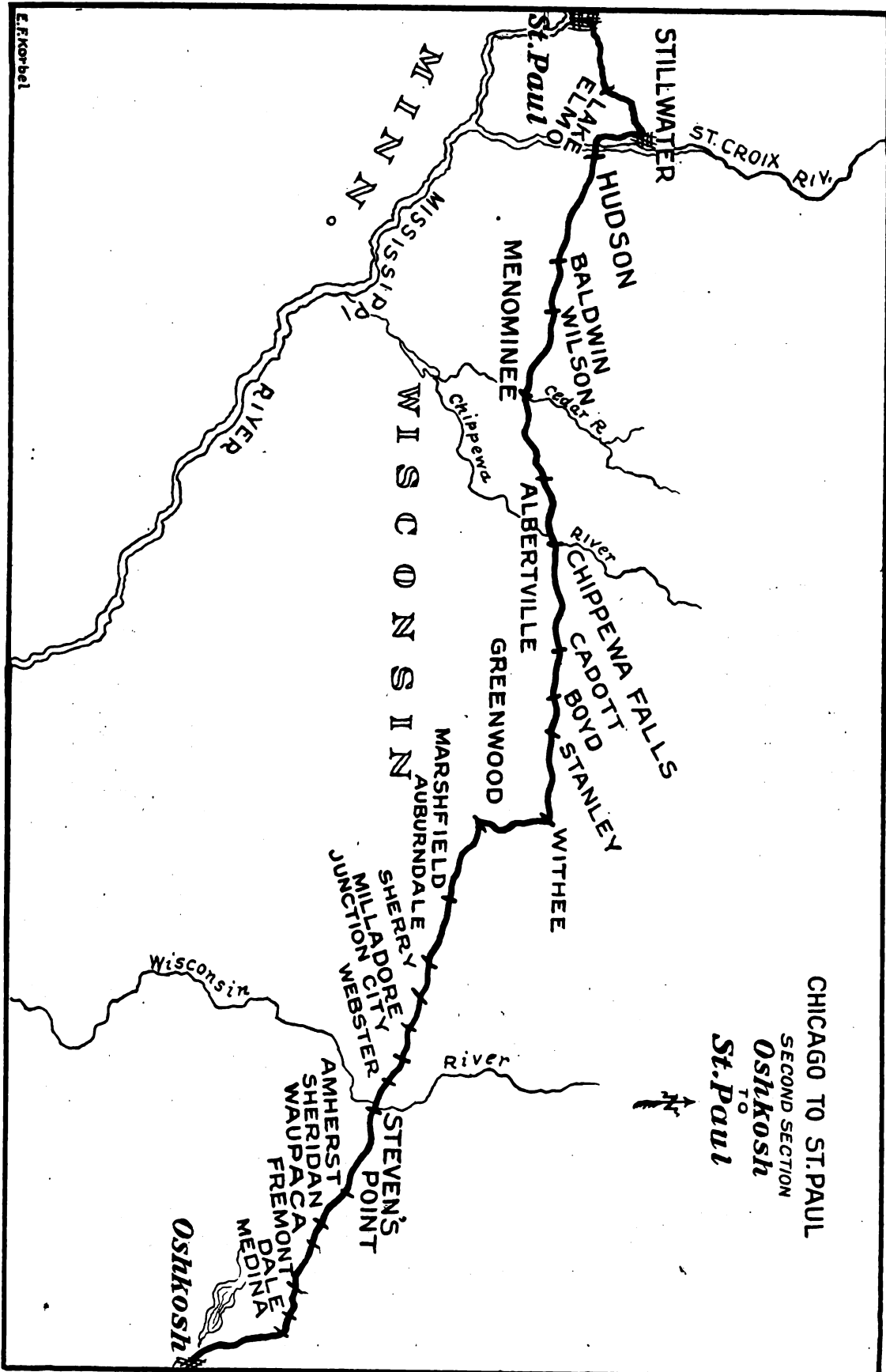
Wilson (225.5 miles).

Go west, crossing R. R. tracks at 1 mile, thence west 5.5 miles to Baldwin; north 1 mile, then west crossing railroad tracks and follow them on the right, or north, side for 10 miles, northwest 1.5 miles, and then west jogging south 2 miles to

Hudson (250.5 miles).

Cross ferry and then direct through Stillwater to Lake Elmo, and thence west and south 7 miles to

St. Paul (268.5 miles).



MAXWELLS MAKE BEST TEAM SCORE IN GLIDDEN

Model E. in Chicago Trophy class received less penalties than Glidden Trophy Winner.

"Maxwell"

Endurance

is again convincingly established

HERE'S THE PROOF

Team Scores

CAR	NO. OF CARS ENTERED	TOTAL PENALTIES	AVERAGE
Maxwell	2	259	129½ All finished
Nearest competitor	(Moline) 3	564	188 " "
Third "	(Premier) 2	899	449½ " "
Fourth "	(Chalmers) 3	3,307	1,102 1-3 one "
Fifth "	(Parry) 2	2,240	1,120 none "
Sixth "	(Ohio) 2	2,744	1,372 " "
Seventh "	(Lexington) 2	3,141	1,570½ one "
Eighth "	(Cole) 2	3,559	1,779½ none "
Ninth "	(Cartercar) 3	6,683	2,227 2-3 " "

INDIVIDUAL SCORES

TOTAL PENALTIES

Westcott	1,122	did not finish
Fal-Car	1,143	" " "
Pennsylvania	1,504	" " "
Glide	2,247	finished
Cino	2,414	"

WE REPEAT the old story that Maxwell Cars do not work miracles today and languish tomorrow. They serve their owners day after day, 365 days in every twelve months with unerring fidelity, giving the utmost reliability, stability and efficiency on the lowest possible cost of upkeep. Let us tell you more about them. Drop us a postal. Just say "MAIL BOOKS."

MAXWELL-BRISCOE MOTOR CO.

LAKE STREET, TARRYTOWN, N. Y.

Sales Bulletin

Sold to May 31, 1910, 29,545
Sold during June, 1910, 2,243
Maxwells in use today, 31,788

Factories

NEWCASTLE, IND. PROVIDENCE, R. I.
TARRYTOWN, N. Y. KINGSLAND POINT, N. Y.

Licensed Under Selden Patent—Members A. L. A. M.

Please Mention AUTOMOBILE TOPICS When Writing.

INDUSTRIAL AND TRADE NEWS

NEW YORK

New York

L. M. Wainwright, the well-known head of the Diamond Chain & Manufacturing Company, Indianapolis, Ind., is the new secretary of the Motor & Accessory Manufacturers, having been elected to succeed P. F. Steenstrup at a meeting of the Board of Directors held in New York on July 8. The resignation of Steenstrup was presented both as secretary and as a director, and Claire L. Barnes, of the Billings & Spencer Company, Hartford, Conn., was elected a director to fill the unexpired term. At the meeting, which was the regular quarterly one, fifteen new members were elected, as follows:

The National-Acme Mfg. Co., manufacturers of multiple spindle automatic screw machines, slotters, etc., Stanton Avenue, corner 75th Street, Cleveland, Ohio.

The Roessler & Hasslacher Chemical Co., manufacturers of platinum rivets for all styles of contact points for automobile use, etc., 100 William Street, New York City.

Wetherill Finished Castings Co., manufacturers of finished castings, aluminum and bronzes, etc., Erie Avenue, 7 Richmond Street, Philadelphia, Pa.

The Star Rubber Co., manufacturers of automobile tires, inner tubes, etc., 1025 Sweitzer Avenue, Akron, Ohio.

J. Ellwood Lee Company, manufacturers of automobile tires and tubes, Conshocken, Pa.

Chicago Drop Forge & Foundry Co., manufacturers of drop forgings, 447-517 Kensington Avenue, Chicago, Ill.

Muncie Wheel Co., manufacturers of automobile wheels, Ohio Avenue and Railroad, Muncie, Ind.

Kelly-Racine Rubber Co., manufacturers of automobile tires, motorcycle tires, etc., Racine, Wis.

Western Motor Co., manufacturers of gasoline motors, grey iron, etc., Logansport, Ind.

The Electric Welding Products Co., manufacturers of bolts, valves, transmission shafts, etc., 2216 Clarkwood Road, Cleveland, Ohio.

Hercules Electric Co., manufacturers of magnetos for ignition, 2128 N. Western Avenue, Indianapolis, Ind.

The Sparks-Withington Co., manufacturers of pressed metal products and auto parts, etc., North Street, Jackson, Mich.

Bosch Magneto Co., manufacturers of magnetos and ignition devices, 223-25 West 46th Street, New York City.

Brown-Lipe-Chapin Co., manufacturers of differential gears, etc., Seneca Street, Syracuse, N. Y.

Parker Motor Co., manufacturers of gasoline engines, etc., Hartford, Conn.

This gives the association a total membership of 193 concerns. The report of the treasurer indicated that the association was in a healthy financial condition.

The Garage Owners Association of New York, which now has fifty-one members, has recently received numerous complaints from the various garages in New York City and the neighboring summer resorts as to the large number of car owners who beat their bills.

It is said to be a well known fact that fifty per cent. of those owning automobiles cannot afford to maintain them, the result being that the garage owner has encountered a serious problem in telling the desirable customer from the undesirable one. Hitherto every automobilist was given credit for thirty, sixty and some ninety days. With the craze for automobiling at its height, the garage man has learned from experience that it pays to be cautious in extending credit.

The association has found that the car owner who is justly entitled to the appellation "dead beat" makes it a practice of suddenly disappearing owing a large bill. Credit is obtained by paying two or three bills promptly, and the garages selected as victims are usually at great distances apart.

The association has done excellent work in preventing the "dead beat" from enlarging the scope of his activities, and this kind of swindler now finds himself unable to store his car at the better class of garages, all of which are members of the association.

The loss last year to the garages in New York City from unpaid bills averaged \$500 per garage. Those in the center of Manhattan suffered most in this respect, due to the fact that their patrons are car owners residing in the best hotels, and who find it very easy to obtain credit, and still easier to suddenly decamp leaving unpaid bills behind.

Theodore K. McCarthy, counsel for the association, has suggested two preventatives for this evil. One being to compel the car owner to pay in advance, the other being in the form of a law, which, if enacted, would prove very efficacious, as the car owner would be criminally liable in such cases. The law would read as follows:

A person who obtains storage, or supplies for an automobile at a garage, without paying therefor, with intent to defraud the proprietor or manager thereof, or who obtains credit at such a garage, by the use of any false pretense, or who, after obtaining credit at such a garage, absconds and surreptitiously removes his automobile therefrom, without paying the charges due thereon, is guilty of a misdemeanor.

The association will make great efforts to have the above made a law when the Legislature convenes.

To protect all concerned, directors of the Matheson Motor Car Company of Wilkesbarre, Pa., last week filed an application for the appointment of a receiver. The application was granted, and on Monday the receivers were given permission to borrow \$50,000 in order to pay off the wages of the employees and purchase material to finish the large number of cars which are in process of construction. The company's indebtedness they place at \$780,228.16, while the assets of the company aggregate \$1,042,576.36, of which \$600,000 is represented by cars or parts of cars in construction. As soon as the loan is secured the company will resume work.

It is said that the company is perfectly solvent, and that the action taken was caused through the pressure brought upon it by some small creditors.

President Charles W. Matheson, who is the moving spirit in the big Wilkesbarre concern, gave out this reassuring statement regarding the matter:

The action of the Matheson Motor Car Company in applying to the courts of Luzerne County, Pa., for a receivership is entirely friendly, and in reality, spells but a step in the direction of the expansion of the manufacturing company.

The immediate cause for this step was brought about by the action of a few creditors, who were pressing their claims to the detriment of the company. For the conservation of the interests of all the receivership was decided upon as a friendly protection.

The indirect cause leading up to the action was the delay in the shipment of materials to the factory, the cold, wet spring weather and general slump in the stock market, which affected deliveries on dealers' contracts for several hundred cars. If the dealers had not been restrained because of these conditions in taking the cars contracted for, the necessity for this action might not have arisen.

The company is perfectly solvent, the assets exceeding the liabilities by \$262,748.20. The company is rapidly converting its materials into finished cars, and will continue to do so in order to

execute the contracts now in hand, and in view of these facts it is expected that the receivership will be temporary only.

The new model, "Silent Six" Matheson, has proved a great success. It has won first prizes in the six successive hill-climbing and endurance contests in which it has been entered, and with these successes the future of the car is assured.

The Matheson Automobile Company is not in any way affected by the action of the Matheson Motor Car Company, the latter being merely the source of supply of Matheson cars, which are marketed by the company of which I am president.

Plans are practically completed for a larger factory output than ever before, and the manufacturing company will doubtless emerge from this passing storm in sounder and more healthy condition.

A gratifying increase in sales of cars in New York State is indicated by the registration figures for the six months of the year, which have just become available. The New York figures offer a good basis of comparison for the entire United States. More complete data for the other States would show a similar condition of prosperity in other sections of the country.

The total New York State automobile registration figures for the first half of the last five years are as follows:

1st six months 1906,	6,803
1st six months 1907,	8,456; increase of 1,653 cars.
1st six months 1908,	8,170; decrease of 286 cars
1st six months 1909,	13,441; increase of 5,271 cars.
1st six months 1910,	18,588; increase of 5,147 cars.

It will be noted that the decrease in the panic year of 1908 was but 286 cars, an exceedingly small percentage when compared with the great falling off in other lines of business.

This year's increase of more than 38 per cent. is most gratifying and reflects a condition of prosperity entirely opposed to the predictions of those pessimists who, a year and a half ago, when panic conditions prevailed in all lines of endeavor, insisted that the zenith point in automobile selling had been reached.

Another very interesting set of figures is disclosed in making summaries for years ending July 1. The actual figures are as follows:

Year ending July 1, 1910.....	29,199 cars
Year ending July 1, 1909.....	20,684 cars.
Year ending July 1, 1908.....	13,681 cars
Year ending July, 1, 1907.....	15,376 cars

The conclusion is reached by C. F. Wyckoff, who has compiled the above figures, that the growth is well distributed among the cheaper

priced cars and those of higher grade which are worthy of the name, and which necessarily sell at a larger figure. Among the latter the greatest increase has been shown in those makes which are liberal users of advertising space, and have selling organizations of the highest order. The sale of Stearns cars in New York State shows a larger percentage of growth than that of any other high-grade product.

The Republic Rubber Company, of New York, has entered a baseball team in the Au-

tomobile Trades League. The pictures in the accompanying cut are: Top row, reading from left to right, G. C. Floss, mgr.; R. Thorne, c. f.; R. Cutler, r. f.; W. Wetterauer, l. f.; J. Grogan, s. s.; C. Sullivan, 1b.; T. Morgan, ass't. mgr.; sitting, B. Young, 3b.; D. Sweeney, c.; R. Grant, p.; M. Doty, 2b.

there underwent an operation for the removal of his appendix. His condition was critical for some time, but he is now convalescing and is expected to be around again in two or three weeks.

All rights in the Breech Block spark plug have been purchased by A. R. Mosler & Co. from Earl Canedy, of Chicago.

Announcement has been made that Adolph Eastman will sever his connection with the Wagner-Field Company on July 16.



BASEBALL TEAM OF THE REPUBLIC RUBBER COMPANY OF NEW YORK

tomobile Trades League. The pictures in the accompanying cut are: Top row, reading from left to right, G. C. Floss, mgr.; R. Thorne, c. f.; R. Cutler, r. f.; W. Wetterauer, l. f.; J. Grogan, s. s.; C. Sullivan, 1b.; T. Morgan, ass't. mgr.; sitting, B. Young, 3b.; D. Sweeney, c.; R. Grant, p.; M. Doty, 2b.

Frank F. Matheson, general manager of the Matheson Motor Car Company, is slowly recovering from an operation for appendicitis. On the occasion of his last visit to New York, on June 18, Mr. Matheson was taken suddenly ill in the Knickerbocker Hotel. He was promptly removed to Wilkesbarre, Pa., and

The Ford Motor Company has bought from the Pennsylvania Tunnel and Terminal Company two plots in Long Island City at the corner of Jackson Avenue and Honeywell Street. The property has a frontage of 255.95 feet on Jackson Avenue and 238.12 feet on Honeywell Street, and contains 46,578 square feet. The rear of the property runs along the Pennsylvania and Long Island Railroad Company and will have sidings from the tracks. The price was \$93,844. The buyer will build a modern factory building on the site.

A fire in a two-story building used as a garage by Wirth & Krauss, at 172 Pacific Street,

Brooklyn, N. Y., destroyed nine automobiles owned by physicians on Saturday, July 9. The fire started in the rear of the building, where the gasoline was stored, and only one car was saved from the flames.

Visitors at the Carhartt salesroom, in the Hotel Plaza, have evinced considerable curiosity as to how the touring car, which is on exhibition there, was ever gotten into the hotel. Almost daily the question is asked of the salesmen, "How in the world did you ever get the car in there?" and various theories, going all the way from the supposition that a side of the hotel was torn out to admit the car to the conclusion that the machine must have been brought in piecemeal and assembled upon the floor, have been put forward.

As a matter of fact, it was a good deal of a problem to get the car properly installed, for the reason that the entrances are but 4 feet 11 inches in width, while the spread of the average automobile, counting mud guards, etc., is approximately 5 feet 10 inches. To say that the car was brought in as it stands sounds like the proverbial camel going through the needle's eye, but, nevertheless, such a feat was accomplished. Large skids were obtained, and with the aid of a number of hotel porters, the car was tilted over on its side until the hub caps rested upon the skids. It was comparatively easy after that, with a number of men holding the car on each side, to push it into the salesroom, where it now stands.

Harry Fosdick has become an ardent disciple of Isaac Walton. Announcement was made this week that he tendered his resignation as vice-president and treasurer of the Hol-Tan Company to take effect July 11. Asked if he had made any plans for the future, Fosdick replied that he had nothing to announce, but that he was going fishing for the rest of the summer.

Fosdick is one of the best known men in the trade. In the early days of the industry he was connected with the Locomobile and Winton Companies, and for years was in charge of the Boston branch of the latter concern.

A passenger on the Kaiser Wilhelm der Grosse, which sailed from New York this week, was Jesse Froelich, of the Benz Im-

port Company, who will make a business trip through Europe. At Mannheim, Germany, where are the great Benz works, he will meet Prince Henry, who is interested in this manufactory. Mr. Froelich will consult Fritz Erle, one of the Benz staff of mechanical engineers, who drove in the Savannah Grand Prize race, in reference to the Benz entries in the American contests next fall, including the Vanderbilt Cup race, the Grand Prize race on the Motor Parkway, and the Fairmount Park race. At the town of Gaggenau in Baden, the home of the celebrated Gaggenau gasoline truck, Mr. Froelich will arrange for delivery of a number of trucks which have been contracted for by American firms. On his return in August, he will be accompanied by Hemery, the premier driver of the world, who will be one of the Benz racing team, together with George Robertson, David L. Bruce-Brown, Ed. Hearne and Barney Oldfield.

The Simms Magneto Company was incorporated this week with \$1,000,000 capital for the purpose of manufacturing in this country under the Simms patents, Simms' magnetos, distributors, dual ignitions, sparking plugs and other electrical ignition apparatus and accessories.

After riding on horseback from Oklahoma to New York, the two young sons of Marshal Abernathy are now making the return journey in a Brush runabout. Although Louis and Temple are only nine and eleven years old, respectively, they possess a great deal of self assurance and Louis, who is driving the car, objects to receiving assistance from anyone. The boys' father is piloting them on their long trip in a Maxwell touring car. Both cars are standing up well under the strain put upon them and all in the party are enjoying themselves greatly.

The Renault Freres selling branch has received word from the Colburn Automobile Company, of Denver, Col., that a Renault "20-30" was the only car to finish in the Denver *Post* Reliability Contest with a sealed bonnet. The car would have had a perfect score, but it was penalized 47 points for a leaky gasoline tank. This penalization will be protested.

Made with a mica and a porcelain insulation, the "Spit-Fire" spark plug, manufactured by A. R. Mosler & Company, 163 West 29th Street, New York City, N. Y., are meeting the requirements of all classes of engines. The manufacturers have not lost faith in porcelain.



A MOSLER "SPIT-FIRE"

but found that in some engines the high compression entailed a heat which made the use of a material that would stand the highest heat a necessity. The Mosler mica core plug is being manufactured to meet this demand and still provide a plug which incorporates all the good features of "Spit-Fire" construction. The manufacturers lay special stress on their magneto type plug, which has heavy platinum points inserted in the extremity of a nickel steel rod. In cases where porcelain is not satisfactory and the expense of mica is objectionable, the Mosler "Vesuvius" plugs with glazed stone insulation are highly commended.

Alfred F. Camacheo, well known in the automobile trade, will assume the management of the Circle Garage, 36, 38 and 40 West Sixtieth Street, on August 15.

W. B. Hurlbert, manager of the New York branch of the E. R. Thomas Motor Company, is receiving the congratulations of his many friends. It is a boy, big and bouncing.

Constructed primarily for road work, the showing now being made by Michelin tires at track meets and other places where a severe strain is placed on the tires, is proving to be

most satisfactory. At the July 1, 2 and 4 meet at the Indianapolis, Ind., Motor Speedway, 22 of the 26 winning cars were equipped with Michelin tires. These vegetable compounds of rubber and fibre were put to a terrific test and they stood up under it wonderfully well.

Rochester

Harry Strong, president of the Rochester Automobile Club, has taken the Rochester agency for Lozier cars. He expects to add more makes before the end of the season.

Henry Goodman is demonstrating the Matheson "Silent 6" in this city, Buffalo and Binghamton.

A new car will be turned out in Rochester this season as the old time firm of carriage builders, James Cunningham & Sons, has decided to devote its attention hereafter to automobiles. The firm's new product will be an up-to-date car and will be listed to sell at \$3,500.

The Sullivan Motor Car Company will turn out next year 100 two-cylinder light delivery wagons to retail at \$1,100 each. Several of this year's models of the cars made by this company are now in use by local merchants.

A. W. Davis, of 27 Euclid Avenue, has added the Cutting "40" to the line of cars he has been selling with considerable success.

The new factory of the Selden Motor Car Company is working overtime and it is said by the company officials that the 1910 output will be doubled next year.

The Metallic Automobile Matting Company, manufacturers of aluminum floor matting for automobiles is so rushed with orders for the Western trade that it cannot supply the demand, even by working its force nights.

Syracuse

H. A. Moyer, of Wolf and Park Streets, Syracuse, is turning out a new five-passenger, 35 hp. touring car, which is listed at \$2,000.

C. Arthur Benjamin, president of the Syracuse Automobile Trade Association, and local agent for the Packard, E-M-F., Everitt and

Haynes cars, has been examiner for the chauffeurs of Onondago County, under the provisions of the Callan law. He has opened an office for the express purpose of conducting examinations.

MICHIGAN

Detroit

Members of the Detroit Automobile Dealers' Association and the accessory men met with the management of the Michigan State Fair and selected space by lot in the big automobile building now being erected at the Fair Ground. Every inch of space on the ground floor was taken, the companies and agencies that will have displays being as follows:

Michigan Motor Sales Co. (Oakland), Cadillac Auto Co., Overland Auto Co., W. F. V. Neumann (Stoddard-Dayton), Keeler-Hupp Co. (Hupmobile); Detroit Motor Sales Co. (Warren and Paige), J. P. Schneider (Pierce and Stevens-Duryea), Brush Runabout Co., Buick Motor Car Co., Van Dyke Auto Co. (delivery wagons), J. H. Brady Auto Co. (Peerless and Hudson), Rapid Motor Vehicle Co., Cartercar Co., Winton Co., Regal Motor Co., Olds Motor Works, Security Auto Co. (Everitt), Anderson Carriage Co. (Detroit Electric), Lion Motor Sales Co. (Lion), C. B. Fear (Krit), Harper-Aldrich Auto Co. (Demot), Montgomery Auto Co. (American), Grace Motor Co.

Among the accessories that will be represented on the second floor are the Empire tires, Atlantic Refining Co., Emil Grossman, Auto Equipment Co., Standard Oil Co., Vesta Accumulator Co.

With 300 men at work, forms arising, a mile

of sewers laid, gigantic quantities of material piling up daily and the railroad laying its five sidings, the Hudson's new \$500,000 factory in Detroit begins to assume reality. At the present time the group of factory buildings, of which there are eight in number, are practically one-third finished. The Andrew J. Smith Company, contractors, are working to complete the buildings by September 15.

As an indication of the size of the new factory the contractors have estimated that the following amounts of material will be needed: 1,000,000 bricks, 500,000 feet of lumber, 400 tons of reinforcing steel, 5,000 square feet of glass and 100,000 sacks of cement.

If placed end to end, the bricks would more than stretch across the State of Michigan at its widest point; the lumber would reach over 94 miles; the sacks of cement would extend nine miles.

The big tented garage of the General Motors Co., on the Detroit Athletic Club field, is a show in itself, but the Buick Company has seized the opportunity to give the people of the city a look at some of the most famous men in the racing world. Last week Dr. Wadsworth Warren, manager of the Buick team, arrived with his men, and they went out to Flint to put the cars in shape. On Monday of this week they came back, and during the stay of the Elks they have been holding receptions in the tented city. Louis and Arthur Chevrolet and Bob Burman are on hand, with the cars in which they shattered the world's record at Indianapolis, and there is no bigger attraction to the thousands of automobilists who have come here for the convention.

The Buick pilots are flushed with the vic-



BEGINNING OF THE NEW \$500,000 FACTORY

tories of the Buick and Marquette-Buick cars, which won every stock event at the meet excepting one. Burman was the big winner, with \$2,000 to his credit, and the Chevrolet brothers took down \$1,000. Burman won three trophies in addition, including the grand brassard, which gives him \$75 a week as long as he successfully defends it. The Buick drivers and their racing cars are to be a feature of the big automobile parade on Friday, when they will be doing about eight miles an hour as against almost eighty a couple of weeks ago.

The tented city is a favorite spot for the owners of cars built by the General Motors Companies, and as fast as they have come to town they have hunted it up and checked in. There are accommodations for 800 cars, and no garage charge is made, with only nominal fees for repairs and supplies.

Grant Brothers, the local distributors, are showing their line of Chalmers cars for 1911, and many are the comments made by the visitors at their salesroom. One of the innovations is the torpedo type, which supplants the pony tonneau of the 1910 "Forty." The straight-line effect is carried out to the limit, door locks and handles being placed on the inside, giving not only a smooth and finished appearance, but also eliminating all dust-gathering features. Other changes are refinements, making a slight difference between the 1910 and 1911 models. For instance, the bodies of the "30" cars are two and a half inches longer and of the "40" they are three inches, this being accomplished without changing the wheel-base. The increase in roominess is noticeable. The seats have been tilted to make riding even more comfortable, and doors are

considerably wider, which will be a great convenience. The models for 1911 are as follows: "Forty" touring car, torpedo and roadster; "Thirty," touring car, toy tonneau, roadster, coupe, limousine and landaulet.

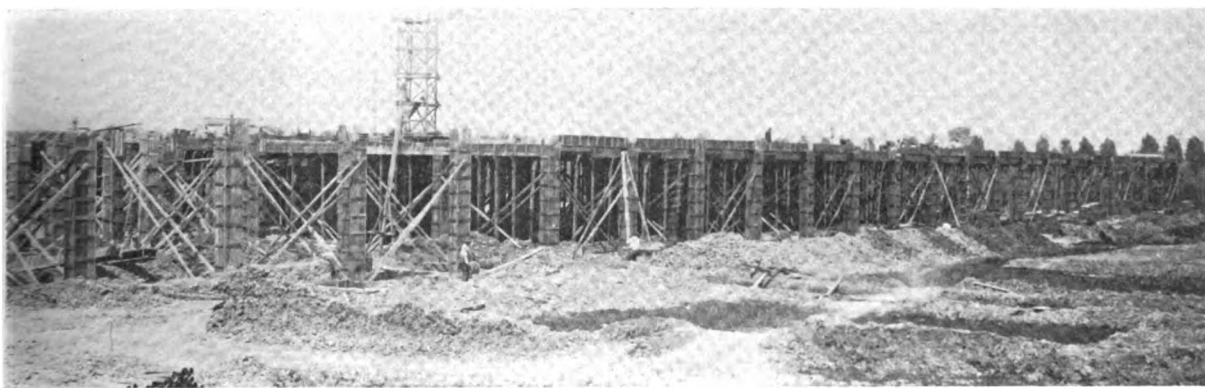
The Chalmers Company now is building all of its motors in its own plant. The "30" motor is enameled gray and the "40" is a gloss black.

George R. Rason, branch manager of the Cartercar Co., is sporting a royal turnout these days. A Cartercar in white and purple, designed for the week, was sent in from the factory, and it is making a hit. The car is in purple, with white lines and upholstery.

The little Hupmobile that is being handled by one of the former mounted policemen is putting an end to speeding on the Boulevard. Lieut. Mindsay finds it easy to overhaul the law breakers, and last week he yanked up six who will answer in court, and cautioned fourteen. Residents along the Boulevard note the increase in safe and sane drivers, the number of speedsters diminishing each week.

The success of the Regal branch in Detroit has been followed by the establishing of sixteen Regal branches in the country, the company finding that this is the most satisfactory way to sell cars.

Not in the least of the feautres at the Elks' show this week are the Abernathy "Kids," who rode to New York on horseback to meet Col. Roosevelt, and who are returning to Oklahoma in a Maxwell runabout. Their father, "Jack" Abernathy, has been blazing the way



OF THE HUDSON MOTOR CAR CO. AT DETROIT

for the youngsters, and they came via Syracuse, Buffalo, Cleveland and Toledo.

The first of the Sibley "20" cars for 1911 came out last week. It is a neat little run-about of 100-inch wheel-base, 32-inch wheels and room back of the gasoline tank for a trunk. The motors are long-stroke, and the car can hit up a merry clip.

C. C. Winningham, of Chicago, comes to Detroit July 20 to be advertising manager of the Hudson Motor Car Company. No man in the advertising profession in the West is better known, or has a higher reputation in his pro-



C. C. WINNINGHAM

fession. He has for the last three years been head of the copy department of the Lord & Thomas Advertising Agency, and has had under his direction the highest-priced copy department which was ever maintained in any one establishment since the beginning of advertising.

Mr. Winningham has also personally handled a great many successful advertising campaigns, the most notable of which possibly is the South Bend Watch Campaign, and he is

responsible for the idea of freezing a running watch in a cake of ice—a successful advertising idea which is familiar to every one in the United States.

It is as a copy writer that Mr. Winningham has achieved his greatest reputation, and has in the past devoted his interest to a great many different lines of business all at the one time. The fact that he is to devote all his energies to the Hudson Company is but another evidence of the progressive organization that this company is building up. Their new factory, which will be completed in the fall, will also give them factory facilities second to none in the country.

During the last week answers have been filed in the number of the cases started by the Selden patent and they are generally the same. The Carhartt Company alleges that it had the promise of a license if another one was issued and that it went ahead and expects to manufacture \$2,000,000 worth of automobiles in the next two and a half years. The allowance of the injunction would cripple the concern, which offers to deposit an amount sufficient to meet the royalties, if the court decides they must be paid. The answers of the Owen, Anhut, Warren and Paige companies were filed.

F. R. Bump, sales manager of the Owen Motor Car Company, is back from the East and says that the Boston branch soon will have one of the best locations in the city of culture.

There has been a warm contest for the Hudson touring car that is to be given to the Elks lodge bringing the greatest number of ladies to Detroit this week. The award is to be made by Gov. Warner and Mayor Breitmeyer, and the points surrounding it are the total number of ladies registered, the excellence of their appearance in the parade and their mileage to Detroit. President Roy D. Chapin, of the Hudson Motor Car Co., says that he wanted to show the Elks that they are welcome, and thought over a number of plans, this scheme impressing him most.

The Dominion Stamping Company, Ltd., of Walkerville, has elected Henry C. Cope president. A substantial brick building is to be erected and the company will manufacture hoods, tanks, fenders and mufflers.

The Smith-Matthews Foundry Company has completed its new plant at Bellevue and Charlevoix Avenues, Detroit.

Pontiac

Announcement is made that Martin L. Pulcher, late secretary and treasurer of the Oakland Motor Car Company, has accepted a position as general manager of the Bailey Motor Truck Company, now of Detroit. Mr. Pulcher expects to take up his duties at once.

Much attention was attracted by the Carter-car touring car gotten up at the local factory for the Elks convention at Detroit last week. The car was enameled in purple and white, the Elks colors, and finished in snowy white leather. It was designated for use by the national officers.

Through the efforts of Walter E. Flanders, of the E-M-F. Company, and Mayor R. F. Monroe, of the Monroe Body Company and Monroe Manufacturing Company, three new factories have been secured for Pontiac. They are the Michigan Stamping Company, with a capitalization of \$150,000; the Culcan Gear Works, \$100,000, and the Pontiac Foundry Company, \$80,000. They will manufacture automobile parts, and will be valuable additions to the automobile industries already located in this city. The sites for the plants have been selected, and work will be commenced upon them at once.

Martin L. Pulcher, agent of the Oakland Motor Car Company, has resigned to become superintendent and general manager of the Bailey Motor Company that will manufacture commercial vehicles. Detroit and Pontiac capital will be interested and the plant is expected to be in this city. It will be a one-ton truck with a four-cylinder motor, differing from anything now in the market.

Flint

Extensive additions being made to the Buick plant will result in the employment of 3,000 additional men when completed. The sheet metal and drop forging buildings are being greatly enlarged and new buildings are being erected for the brass and aluminum castings.

On July 4, the Randolph Motor Car Company completed the first two trucks it had

manufactured in Flint, Mich., and shipped them to the Chicago selling agency on the following Wednesday. The plant is a general motors concern and is under the general management of W. C. Durant. W. S. Seymour has been made superintendent, vice Arthur W. Mathewson, who resigned to take the general managership of the Cass Motor Company of Detroit.

When it was decided to move the factory to Flint from Chicago, Ill., the manufacture of the trucks was stopped in the larger city and it is only recently that the work of building the commercial vehicles has been resumed at the Flint plant, which in the last four months has been completely equipped with new stock machinery to turn out the new model known as C2. The plant now has an output of two cars a day, but it is said that it will be enlarged to allow of putting out five trucks daily within the near future. The company has established maintenance departments in all the larger cities and is now preparing to invade the smaller ones.

Lansing

Secretary of State Martindale has discovered that bogus license plates are being sold. The State charges \$3 and furnishes two plates with the numbers and seal of the State on them. The counterfeits look the same but do not have the seal, hence there is nothing by which the fakers can be prosecuted. It is about as small a thing as has been struck around here.

WISCONSIN

Milwaukee

The Brodesser Motor Truck Co., Weil and Burleigh Streets, will, on January 1, 1911, locate at Juneau, Wis., a small city on the Chicago & Northwestern Railway, a few miles south of Minnesota Junction, where the Chicago, Milwaukee and St. Paul road crosses the Northwestern.

The decision to move the plant from Milwaukee was made late last week, after the proposition made by the company to the business men of Juneau was accepted. There is no bonus accompanying the proposition, but it entails an exchange of land. Juneau business men have been holding stock in the Brodesser Company and have given it valuable assistance, this being mainly responsible for the change.

The present plant in Milwaukee will be used as a factory by the Variable Speed Transmission Co., formerly the Variable Speed Clutch Company.

Work has been started at Juneau on the construction of a new plant. The main building will be 60 by 200 feet in dimensions, of brick and concrete, strictly fireproof. It will be ready in December, and in operation by January 1. The annual production of the Brodesser Motor Truck Co. will be increased to 500 per year in the new plant. The company produces a complete line of trucks and delivery wagons. The concern is an outgrowth of the Brodesser Elevator Co., an old established firm of Milwaukee. The elevator business was moved to Canada upon the entrance of the company into the motor truck building business.

The American Flying Machine Co., of Milwaukee, Wis., has been incorporated, with a capital stock of \$100,000, by H. W. Beck, E. W. Newman and W. W. Newman. It purposes to manufacture air craft, etc., and be interested in amusement enterprises, as well as to establish "regular lines of traffic between cities for the purpose of carrying people and merchandise."

The Buick Motor Co., of Flint, Mich., has temporarily leased the west half of the first floor of the big Goldsmith building, Wisconsin and Jefferson Streets, which will be occupied as show rooms until the new Milwaukee branch building nearby is completed. The branch manager, George P. Hewitt, has had headquarters in the Matthews Building, Grand Avenue and Third Street, with a supply depot and repair shop on Thirteenth Street, near Grand Avenue.

On July 10 the total registration in Wisconsin had reached 14,750, an increase of more than 85 per cent. over the figure on the same day in 1909. Applications are coming at the rate of 50 a day.

Edwin Rudd, superintendent of the engine department of the Thos. B. Jeffery Co., Kenosha, died at Chicago, after a long illness, aged 54 years. He has been employed by the Jeffery Company since it was established, more than seventeen years ago.

Capt. William-Mitchell Lewis, president and

general manager of the Mitchell-Lewis Motor Co., Racine, underwent an operation for an affection of the nose, the result of a fall while in Europe during May. He was obliged to cancel several important speaking engagements at the opening of his active campaign for the Republican nomination for Governor of Wisconsin. The operation was successful.

The Racine Gas Engine Co., of Racine, has filed an amendment to its articles of incorporation, changing the name to Racine Tool & Machinery Co. H. H. Jones is president and L. I. Redmond is secretary. Special attention is now being paid to the manufacture of tools and appliances for motor car builders, and additions to the plant are under way.

Frederick S. Warren, 627 Prospect Avenue, cashier of the Welch Bros. Motor Car Co., representing the Packard and Rauch & Lang electric, has been arrested on the charge of embezzlement on complaint of William O. Welch, president of the concern. The amount is claimed to be in excess of \$1,000. Warren is held under bond and will be tried July 20.

The common council of Superior, Wis., has authorized Police Chief McKinnon to enter into a contract for a motor patrol truck to cost not more than \$4,500. Fire Chief Johnson was recently equipped with a Flanders "20." Superior is the second city in Wisconsin, is the twin city of Duluth, Minn., and covers an immense territory along Lake Superior. It is one of the greatest ore and grain shipping centers in the world.

MASSACHUSETTS

Boston

Judging by the manner in which the automobile industry seeks buildings on Boylston Street, Boston, the near future will see nothing but car and tire salesrooms for the entire street between Copley Square and Massachusetts Avenue. It is possible now to count from twenty-five to thirty motor places at least along that section, and each week brings more developments, for it has just been announced that the Fisk Company will join the motor colony there with an entirely new building of its own; also that work is to begin right away on the new home for the Fiat; that the E-M-F. salesrooms will be enlarged by breaking through

next door; while work has already started on the new buildings for the Thomas and Hartford Tire Companies. These improvements alone will represent more than \$500,000 along this one street. Boylston Street, too, is one of the main arteries of travel and it is estimated that 100,000 people pass along there every day in the cars.

The week has not been without its changes. The most surprising news came in the announcement that the E-M-F. had taken over the Studebaker management, for some of the dealers thought if any change came it would be the other way. R. W. Daniels, who has been manager of the Studebaker branch for some years, resigned, and now Charles Addison Malley, who with Burleigh N. Crockett, established the E-M-F. as an agency and later sold out their interests to the parent company, are in charge here. Mr. Malley will look after the wholesale end of the business and Mr. Crockett the retail sales. For the present the two separate salesrooms will be continued on Boylston Street. The change gives the E-M-F. fine garage facilities in the new structure erected by the Studebaker Company a short time ago in the Back Bay.

A party numbering about sixty comprising the Boston dealers and their women folks had their annual outing Saturday at Bedford Springs, not the place famed in Glidden tour days, but one near Boston. The feature of the outing was a ball game between the Mutts and Jeffs, the former the lanky ones and the others the little shavers. They played seven innings, with the little ones the victors by one run. Then they all enjoyed a hearty dinner, the feature of this being the absence of speeches. A return ball game will be played in about three weeks.

The new mechanical department of the Boston Ford branch was turned over to Manager Charles E. Fay a few days ago and now he has one of the best repair buildings in Boston. It is located on Massachusetts Avenue, Cambridge, directly on the main line for cars entering or leaving Boston in a northerly direction. It is a concrete, three-story, giving 17,000 square feet of space. The first floor is devoted to parts and a stock valued at \$40,000 is carried. The second floor is a repair shop and

the top is for storage, where there is room for about 65 cars. The building faces the west where the workmen will get daylight at all seasons of the year until very late. There is room to build an addition to it at small cost, giving about 10,000 more square feet when the business calls for an enlarged structure. H. E. Partridge is in charge of it.

A. G. Williams, Eastern sales manager for the Haynes, was one of the new men in the Hub looking over conditions. He was the guest of George Hudson, Boston agent for the Haynes. The only fault Mr. Williams could find with the Bay State was that its roads did not afford bumps enough while riding to appeal to a Westerner.

The Johnson Service Company, of Milwaukee, is now represented in Boston by the Rawles-Cobb Company, Sales Manager A. G. Blaney having closed a deal to give this firm a territory in Boston and a radius of 25 miles outside. The new firm is located on Boylston Street near Exeter and, though only just starting it has already landed cars in Brookline and with a big gas company. Arthur M. Cobb is president of the company and it has been in business for some years along another line. Both commercial and pleasure cars will be handled.

Detroit's contribution to the Boston visitors comprised Sales Manager Hutchinson of the Regal plant, who was a guest of A. W. Mutt for some days, going over the plans for the placing of the eastern cars for the present season.

Dame Gossip says that before Alvan T. Fuller, agent for the Parkard in Boston, returns from his vacation trip in Europe he will become a benedict. He announced his engagement some time ago and then left for the other side.

Amesbury

Four carloads of lamps are being shipped every month by Gray & Davis to the Cadillac Motor Car Company at Detroit, Mich. This is only a small part of the enormous output from the Gray & Davis factory.



INDIANA

Indianapolis

Harry C. Stutz, who, until recently, was factory manager and engineer of the Marion Motor Car Company of Indianapolis, has resigned to accept the position of president and manager of the Stutz Auto Parts Company. His new concern is now located in the Industrial Building at Indianapolis.



HARRY C. STUTZ

He had been associated with the Marion Company for four years, and since the company was purchased by the Willys-Overland Company he added materially to the fame of "the Prince of the Overlands" by his work. He designed the first under-slung American car. He organized the American Motor Car Company. He was the first man to "go on the road" to introduce the Schebler carburetter. His time will now be devoted to manufacturing the Stutz rear systems and transmissions.

Muncie

Inter-State cars, manufactured by the Inter-

State Automobile Company, of this city, have won two important hill climbs so far this month. The first victory was at McKeesport, Pa., when the Inter-State made the best time on the hill, covering the distance in a minute and 41 seconds. The second event was the Mount Morrison hill climb at Denver, Col., when an Inter-State car negotiated the one and a quarter-mile hill, which has a grade of 35 per cent., in 11 seconds better time than its nearest competitor.

PENNSYLVANIA

Philadelphia

William C. Longstreth, president of the Longstreth Motor Car Company, agents in this city for the Pullman and Alco cars, sailed for Europe last Tuesday. During his trip abroad he will combine business with pleasure by making a tour of inspection of the principal foreign factories. He will return in several weeks.

The Krit Sales Company, composed of W. D. Shepherd and T. W. Pritchard, has purchased the B. C. K. Motor Car Company, of Philadelphia, which has represented the Kline Kar in this territory. The Krit Sales Company has exploited the Krit car here with a large degree of success, having been instrumental in introducing the car through the eastern half of Pennsylvania, the southern half of New Jersey, Delaware, Maryland, Virginia and the District of Columbia. Messrs. Shepherd and Pritchard will now handle both the Krit and Kline Kar in this territory.

"To show that the electric can get there and back," as he put it, J. C. Bartlett, Philadelphia representative for the Woods car, took his wife and two children to Atlantic City on Independence Day and returned the same day. He used his closed car, and made the round trip with only a slight additional "boost" on one charge. While at the shore, Mr. Bartlett visited Frederick J. Newman, chief engineer of the Woods Motor Vehicle Company.

East was arrayed against West in a hotly-contested game of baseball between teams selected from the tradesmen on the opposite sides of Automobile Row at the grounds of the Premier country home at Valley Forge on Saturday, July 9. The Oriental tradesmen

triumphed to the tune of 12-9. The game was the feature of an outing of the Philadelphia Automobile Trade Association, and the ball-tossers and spectators were the guests of "Pop" Sheldon and the Premier organization. The box score was kept by Fred Browning, the Autocar manager, who made himself popular with his competitors by religiously checking up all the errors in the "hit" column, with the result that the "error" column of both teams totaled up zero. "Loeey" Block, the Ford manager, was credited with five outs at first base, one of these being a put-out of his own cigar by dropping backwards into a bucket of water. "Loeey's" uniform was the bright spot in the picture, being a combination of the apparel worn at various times on the handball alley, tennis court, football gridiron and baseball diamond. "Archie" Hughes, of the Foss-Hughes Motor Car Company, captained the East Side, and Bert Maucher, of the Auto Sales Corporation, looked after the destinies of the West Side.

George W. Daley, who has contributed probably more than any other one man to the popularization of the electric car in this city, has resigned from his position as sales manager for J. C. Barlett, the Woods Electric representative, to join the sales forces of The Motor Company, the local agency for the Premier. It will be remembered that Mr. Daley established an electric record by running to Atlantic City and back in his Woods Victoria phaeton on one charge of the battery and later created a sensation in electric car circles by driving the Woods from Philadelphia to Pittsburgh and return, being the first man to drive an electric car over the Alleghanies.

Reading

That automobile sales have not fallen off to any extent during the past month and that the month of June this year far exceeds the business of last year, is attested from the fact that 104 State licenses were issued to owners of cars in Reading Pa., during that time. A number of these licenses were issued to commercial vehicle trucks.

C. A. Hoffman, representing the Franklin Automobile Company, Syracuse, N. Y., and W. C. Dunbar, of the Buick Manufacturing Company, Philadelphia, were in Reading dis-

cussing with agents the business outlook for the 1911 season.

The commissioners at Reading, Pa., have made a statement in which they favor the proposed bill to free all toll roads throughout the State and especially those of Berks County, which still has about 30 miles of roads over which automobilists are forced to pay toll. The commissioners also intend to lend their aid toward the general movement for good roads.

OIHO

Dayton

It has just developed that the Stoddard-Dayton branch of the U. S. Motor Company has purchased a seventy-five acre tract in the northern outskirts of the city, along the C. H. & D. Railroad Company's tracks. The land was purchased some time ago, but it was not until the transfer was made on the books of the county auditor that the fact leaked out. A permit has been issued by the Building Inspector to the firm also to erect a one-story brick building on this site, and the additional floor space secured by the erection of this new factory will be about 50,000 square feet.

The use of the auto truck is fast taking the place of the horse among the progressive business firms of this city. The Buckeye Motor Car Company, manufacturers of auto trucks, have been running their factory on extra time for the past six months, and are still behind with their orders.

The Long Garage Company has discontinued business in this city.

A booklet of more than ordinary interest is being sent out by the Timken Roller Bearing Company, of Canton, O. It shows a picture of its building in 1901 and another of its plant in 1910. The growth of the plant in nine years is wonderful and, to quote the booklet, "back of that growth there have been powerful factors." The entire process of making a Timken bearing is described in a non-technical way.

MINNESOTA

Minneapolis

H. A. Peterson, vice-president of the Berclay Auto Company, has gone to the Chalmers factory at Detroit. He will place 1911 orders for Chalmers and for Hudsons.

Harold Vorce, formerly of the Northland Motor Car Company, has returned from the Peerless factory at Cleveland, and has become sales manager for the T. M. Anderson Company.

L. H. Fawkes, of the Fawkes Automobile Company, has placed an order at the Reo factory for 1,000 cars in 1911. He has added all of South Dakota, North Dakota and Montana to his territory. He is preparing plans for a new garage.

The Electric Carriage Battery Company, which will open next week a new garage in Minneapolis, is preparing to erect another in St. Paul, on Summit Avenue. Opposition is already aroused against such a building on the principal residence street. The company handles the Rauch and Lang.

The Haynes Automobile Company has sold a Regal "30" for delivery at the Indian agency at Poplar, Mont. The government accepted the Haynes bid over several competitors.

Farmers in Minnesota, the Dakotas and Montana purchased between January 1, 1910, and June 1, 1910, from the P. J. Downes Company, of Minneapolis, Minn., 400 Rambler cars at an average price of \$2,250.

WASHINGTON, D. C.

"Ted" Johnston, manager of the Buick Motor Company and formerly connected with the General Motors Company, New York, has planned for a reunion of Buick owners in the National Capital, by taking a run to Gettysburg and return next month. The affair will be in the nature of a sociability run to the great battlefield and will be the first event of this character ever attempted in this city. It has made a "hit" and a large turnout has been practically guaranteed by owners of this make of car.

F. I. Hill, of the Stewart Speedometer Company, closed a contract with the National Electrical Supply Company for 1,000 1911 Stewart speedometers on his visit here a few days ago.

Jesse H. Strickland has been appointed a member of the sales staff of the Pope Automobile Company of Washington, D. C., to fill the

position formerly held by Elliott P. Hough, who is now with the Studebaker Automobile Company.

The agency for the Cole car has been secured in this city by Stanley H. Horner, for a number of years past connected with the Wilson Company, at 1333 14th Street, N. W. The cars are made in the roadster and touring types and rated at 30 hp. The first shipment of cars will arrive the latter part of this week.

John Thomas, manager of the Maxwell-Briscoe Washington branch, is attending a meeting this week at Cleveland, O., of the branch managers of the Maxwell-Briscoe Company.

Frank G. Fickling, who has been connected with the National Electrical Supply Company, in the automobile supply department, will on August 1 open a general supply store at 1112 14th Street, N. W. The new firm will be known as Frank G. Fickling & Co. and will handle a complete line of automobile accessories.

The return of the E-M-F. "30" Munsey pathfinder last week was the cause of a large turnout of local dealers to escort the car up Pennsylvania Avenue to the tour headquarters in the Munsey building after its 1,700 miles journey. After a brief stop the long line of motorists proceeded to the home of the Automobile Club of Washington, on Georgia Avenue, where a buffet luncheon was served. The afternoon was spent on the grounds of the club and incidents of the trip were related.

Harry E. Duckstein, automobile editor of the Washington Post, will join the sales forces of the Buick Motor Company, 1028 Connecticut Avenue, N. W., on August 1. Mr. Duckstein recently conducted the touring test run to Richmond and is one of the most popular motorists in the district.

NEW JERSEY

Newark

Mark Winans, manager in this city for the H. J. Koehler Company, has returned from a trip to the West where he completed arrangements for 1911 deliveries of the Koehler "40" and the Everitt "30."

Gould & Eberhardt, of this city, manufacturers of high class shapers and automatic gear cutting machines used in the production of automobiles, report a heavy business in the automobile field. Recent orders were received for several gear cutters for the new Lozier plant at Detroit; eight machines for the Buick plant at Flint and for the Brush runabout factory at Detroit. The New Process Company and the Brown-Lipe Gear Company, both in Syracuse, have also ordered several gear cutting machines that will be used in turning out transmissions for the trade.

The Miller Electric Company, of this city, has taken the agency for the Crawford car.

Heavy orders for Klaxon and Klaxonet horns have kept the Lovell-McConnell Company running overtime in some of its departments. President Lovell reports that the company is about three months behind on orders, and as the autoists seem to realize more and more that their horns are intended not only as a signal to give them their share of the road, but also as a warning when they intend to pass another vehicle, the orders keep piling up. The new factory has a capacity of about four times that of the former building.

The Greene Motor Car Company, agents for the Mercer car, is negotiating for the Regal-Detroit agency for 1911.

George H. Smith, manager of the local branch of the Peerless Company, has just returned from a trip to the Peerless factory at Cleveland, where he went to inspect the 1911 product, now in course of construction. Mr. Smith also talked over plans for establishing a new local branch here next year.

KENTUCKY

Louisville

The Kentucky Automobile College has filed articles of incorporation, fixing the capital stock at \$5,000, and giving the following as incorporators: Charles H. Gant, Samuel Glick, Jesse Gans, Nellie Glick and Clarence Ott. The college teaches automobile repairing and driving.

The Thomas Motor Car Company, agent for the Winton Six, has moved to a large

building at Second and Guthrie Streets, and will operate a garage, which it has not previously had.

Daniel T. Patton, of Des Moines, has been made manager of the local branch of the Studebaker Automobile Company, succeeding L. B. Robinson, who will represent the company on the road. Mr. Patton will have charge of the territory in the district south of the Ohio and east of the Mississippi River.

S. J. Kuqua, vice-president of the Cole Motor Car Company, of Indianapolis, was in Louisville visiting and attending the automobile races. He said that there is no let-up in the demand for automobiles all over the country, and that his factory is from two to three weeks behind in orders. He declared the output of Coles for 1911 will be more than 2,000.

Thomas King, agent for the American, has given up the agency to re-enter the horse business. The agency has not yet been placed.

John Mason Strauss, agent for the Chalmers in this territory, has taken quarters with the Van Da Griff Auto Company at Seventh Street and Broadway.

GEORGIA

Atlanta

The new quarters of the Speedwell cars and the Gramm trucks are nearing completion. They are located at the corner of Peachtree and Harris Streets, and will be among the most beautiful show rooms in the city. The firm is now known as Goldsmith, Fort & Company, the firms of W. Goldsmith & Company and C. W. Fort & Company having combined, the former handling the Speedwell and the latter the Gramm, previous to the consolidation.

F. J. Long, president of the Olds Oakland Company, of Atlanta, left Friday for the factory of the Oldsmobile in Lansing, Mich.

The effect of Advertising lasts far beyond the week, month, or even year, in which it appears. Many a business is a money-maker to-day on Advertising done years ago—on accumulated prestige.

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Over a Bridgeless Route

Over roads that in places were mere trails in the swamps, and through fields that were almost impassable, John Thomas, of the Maxwell-Briscoe Washington Company, driving a Model G Maxwell, broke the record between Richmond, Va., and Washington, D. C., on June 28, over what is known as the old Telegraph road. His time for the 136 miles was 8 hours and 19 minutes. But he was forced to make a detour of eighteen miles to cross the North Anna river, the bridge being out at the point where the stream is ordinarily crossed, and a deduction being made for this extra mileage and twenty minutes being taking out for a breakfast stop at Fredericksburg, Va., brings his running time down to 7 hours and 11 minutes.

Some idea of the road Thomas had to travel over may be gained when it is stated that the bridge over the North Anna River had fallen to pieces from decay more than ten months ago and that no attempt has since been made to repair or replace it. The road was a veritable quagmire in places; in other spots it was grass grown, and in still others trees had fallen across it and it was necessary to clear a pathway around the obstructions.

Deafness Figures in This Suit

WILMINGTON, Del., July 9.—Partial deafness, with which he says he is suffering, is alleged by Oliver Martin, of Lansdowne, Pa., to have been caused by an automobile accident, which is the subject of litigation before the City Court now, in which William B. Prettyman, of this city, is charged with violating the section of the automobile law requiring machines to stop when about to run down pedestrians.

The accident occurred at Sixth and Market Streets a few days ago, when Martin was struck and knocked down. Prettyman claims that he blew his horn and shouted at Martin, and also that he was not running rapidly. The reason he did not stop, he says, is because he was unable to do so, the street being wet. Martin told the court that he did not hear a horn and when he heard the shout it was too late to get out of the way.

While giving his testimony Martin appeared to be deaf, and when he was asked by Judge Cochran whether he was deaf, he replied that he had been since the accident, but that his hearing was all right before it occurred. This phase of the matter may have some bearing on the determination of the suit.

MONOGRAM OIL WINS!

In the Cobe Trophy 200-Mile Race at Indianapolis, July 4th, Dawson, in a Marmon, won in 2 hours, 43 minutes, 20.13 seconds, breaking the record by 10 minutes, 28 seconds. Burman, in a Buick, was second; Harroun, in a Marmon, third; and Grant, in an Alco, fourth.

All used **MONOGRAM OIL**

"Best for Your Engine"

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116 Broad Street New York City

For Sale by First-Class Dealers

You Want a Bosch Magneto

You are tired of trying to run your car without a magneto or with an inefficient one. You know you should have a Bosch.

Now, our new garage plan enables us to put a Bosch Magneto on your car at cost, plus a nominal installation fee, and back it with the usual Bosch Guarantee.

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For further information write, phone or call on the Sales Manager.

Bosch Magneto Company

223-225 W. 46th St. New York City

'Phone, 4980 Bryant

GRAY & DAVIS LAMPS

STANDARD OF
THE WORLD

Gray & Davis
Amesbury, Mass.

AUBURN "40"

Five Passenger Touring Car \$1650 Four Passenger Toy Tonneau

The AUBURN "40" possesses all the features of the highest priced cars—Speed, Power, Strength, Durability and Economy. These points have been shown to all in the many tests in which they have proven to be "The Most for the Money."

A FEW CARS READY FOR IMMEDIATE DELIVERY.

Demonstration by appointment.

We are also distributors of the ATTERBURY freight automobiles, which are regarded as the best on the market.

The capacity of the ATTERBURY cars range from 1,000 to 10,000 pounds.

Catalog cheerfully sent upon request.

LA DUE-CARMER MOTOR CO., 737 7th Ave., N. Y. City

Steering Gears Control Levers Radiators

PROMPT DELIVERY

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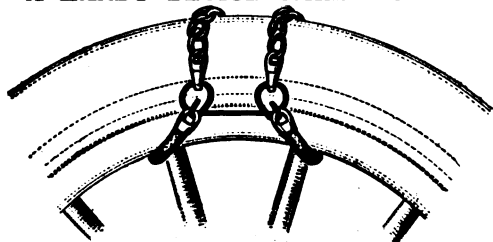
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Cincinnati, O.—Cincinnati Taxicab Co., with \$20,000 capital. Incorporators: F. E. Burnett, A. L. Marshall, C. E. Everett and G. B. Johnson.

Wilmington, Del.—Pittsburg Auto Owners' Association, with \$15,000 capital. Incorporators: John Weiler, Wm. Crumlish and J. M. Frere.

New York, N. Y.—Munsing Motor Co., with \$500,000 capital. Incorporators: W. H. Bursmith, M. T. Westcott and F. W. Mitchell.

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Automobile Calendar

July 18 to 22.—The Wisconsin State Automobile Association Reliability Contest, for the Milwaukee Sentinel Trophy. George A. West, chairman of Contest Committee, 1215 Railway Exchange Building, Milwaukee.

July 22-26.—Reliability Run, under the auspices of the Minnesota State Automobile Association, St. Paul, Minn.

July 23.—Matinee Meet of the Motor Racing Association at the Brighton Beach Motordrome.

July 23.—Aviation Meeting at Indianapolis Motor Speedway.

July 26.—One Hundred Mile Power Boat Race, from Holly Beach, N. J., to the Camden Motorboat Clubhouse, under the joint auspices of the Holly Beach Yacht Club, the Camden Motorboat Club and the Yachtsmen's Club of Philadelphia.

July 28 to 30.—Third National Congress of the Good Roads Association at Niagara Falls, N. Y.

July 30.—Motor Parkway Sweepstakes, under the auspices of the Long Island Motor Parkway Company.

July 31 to August 7.—The Second Annual International Road Congress, to be held in Brussels.

August 1-15.—Circuit of Ardennes, Royal A. C. of Belgium.

August 1-September 15.—Industrial Vehicle Competition, under the auspices of the A. C. of France.

August 3, 4, 5.—Races on the Galveston Beach, promoted by the Galveston (Texas) Automobile Club.

August 6.—North Wildwood (N. J.) Automobile Club's Beach Race Meet on Ocean Drive.

August 6.—Six Hour Endurance Run on Point Breeze Track, Philadelphia, Pa., under auspices of the Quaker City Motor Club.

August 12.—Indiana Balloon Race, under the auspices of the Aero Club of Indiana, to be held at Indianapolis.

August 12, 13.—Motor Vehicle Reliability Run, under the auspices of the North American, Philadelphia, Pa.

August 15.—Start of the Munsey Tour from Philadelphia, with Washington D. C., as the final day's destination.

August 19-20.—Second 24-Hour Race of the season at the Brighton Beach Track, under the auspices of the Motor Racing Association.

August 20.—International Motor Boat Race for the Harmsworth Trophy over a course off Larchmont, N. Y.

August 21.—Mont Ventoux Hill Climb, Vonclusen A. C.

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September 3-6.—Liedekerke Cup, Ostend Cup and Voiturettes Race, under the auspices of the Royal A. C. of Belgium.

September 5.—North Wildwood (N. J.) Automobile Club's Beach Race Meet on Ocean Drive.

September 10.—The race over San Francisco Park roads and boulevards, under the auspices of the Automobile Club of California.

September 10, 11 and 12.—Reliability Run, from New York to the Catskill Mountains, where a hill climb will be held on the 12th, under the auspices of the Motor Contest Association.

September 17.—American National Championship Balloon Race, to be held in Indianapolis, Ind.

September 17.—Power Boat Race through Whirlpool Rapids, Niagara Falls, N. Y., for purse of \$1,000 and a gold cup.

September 17.—Track Meet, under the joint auspices of the Automobile Club of Syracuse, N. Y., Syracuse Automobile Dealers' Association and the New York State Fair Association.

September 18.—Semmering Hill Climb, A. C. of Austria.

October 1.—Sixth Annual Vanderbilt Cup Road Race to be held on the Long Island Motor Parkway and the surrounding roads. Under the auspices of the Motor Cups Holding Company.

October 2.—Gaillon Hill Climb, promoted by L'Auto.

October 8.—Third Annual Fairmount Park Race, under the auspices of the Quaker City Motor Club, Philadelphia.

October 8 to 13.—The St. Louis National Aero Show, to be held in the Coliseum Building, under the auspices of the Aero Club of St. Louis.

October 15.—Race for the Grand Prize of the Automobile Club of America to be held over the Long Island Motor Parkway and adjoining country roads.

October 17.—Start of the 1910 International Balloon Race from St. Louis, Mo.

October 20, 21, 22.—The Fall Meet of the Atlanta Automobile Association at the two-mile motor-drome at Atlanta, Ga.

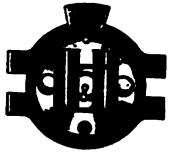
December 1 to 8.—First Annual Aeronautical Exhibition under the auspices of the Aero Club of Illinois. To be held in the Chicago Coliseum.

December 3-18.—Twelfth International Salon of the Automobile, the Cycle and the Sports, under the auspices of the A. C. of France.

February 27 to March 4, 1911.—Fifth Annual Automobile Chow, under the auspices of the Kansas City (Mo.) Automobile Dealers' Association.

March 4 to 11, 1911.—Boston Automobile Dealers' Association's Annual Show in Mechanic's Hall.

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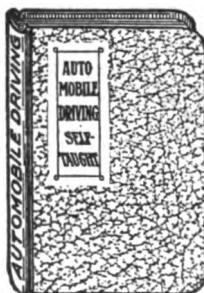
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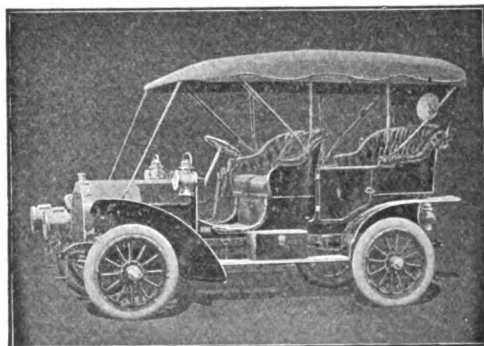
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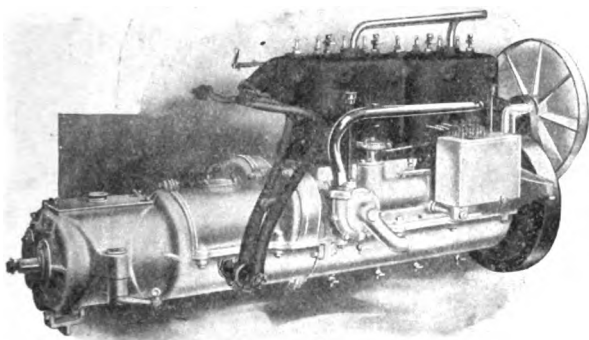
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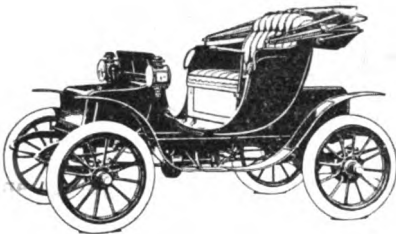
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IT is significant that the Bevel Gear Shaft Drive Baker Electric is to-day the only electric motor car which cannot be purchased at a cut price.

Rigid maintenance of price is the measure of our faith in our product—and in the discrimination of the motoring public. Cuts and concessions by other makers are the measure of the effect of Baker popularity on the demand for cars of lesser worth.

The success of the Baker Bevel Gear Shaft Drive is rendering all other types obsolete. Prices are being reduced accordingly. But the Bevel Gear Shaft Drive Baker Electric is still the biggest value obtainable. In the long run it saves you many times the small difference in first cost.

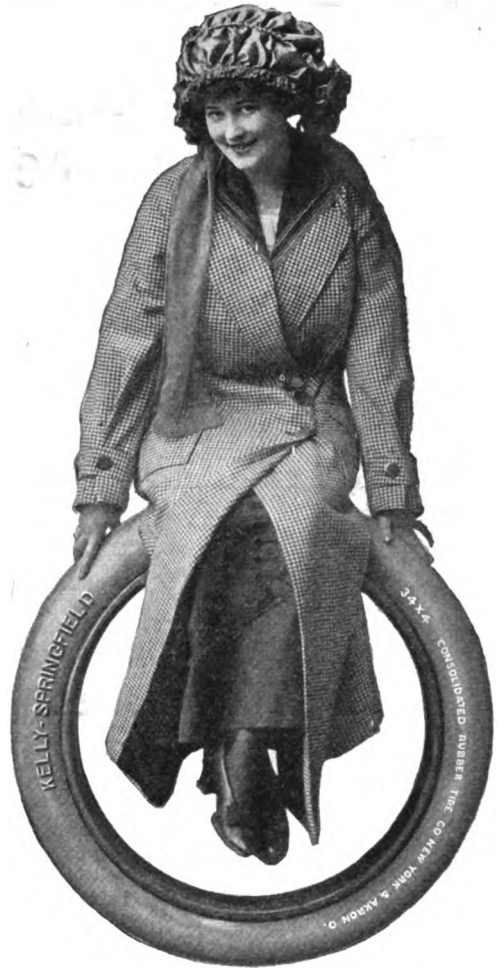
It gives you the greatest speed, the greatest mileage, the greatest comfort, the longest and most economical service. It is the world's best electric, and is in addition *the only electric* that you can buy now with the absolute assurance that it will be up-to-date next year.

Complete catalogue, showing 15 beautiful models, will be sent free to your address on request. Write for agency proposition if we are not adequately represented in your vicinity.

The Baker Motor Vehicle Co.

32 West 80th Street
CLEVELAND, OHIO

*The Oldest and Largest Manufacturers of
Electric Motor Cars in the World*



Kelly-Springfield Automobile Tires

There is no getting around the fact that service in an automobile tire does depend on the quality of the tire itself. The quality of the Kelly-Springfield Automobile Tire is the quality of the now world-famous Kelly-Springfield Vehicle Tire.

"Thanks for providing me with tires which allow us to stay in the car and ride rather than to stay on the road and pump."

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Branch Offices in New York, Chicago, Philadelphia, Boston, St. Louis, Detroit, Cincinnati, San Francisco and Akron, O.

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**THE MOST NEARLY COMPLETE POSSIBLE
GLIDDEN TOUR TIRE RECORD
SHOWS, AS ALWAYS, A CONSPICUOUS**

Diamond

**TIRE SUPERIORITY—PARTICULARLY
ON WEAR AND SHOCK RESISTANCE**

With Truth and Accuracy, No One

can give a complete statement of tire changes in the Glidden Tour. Too many cars were off schedule to permit of it. Figures represented as complete are necessarily misleading, and absolutely incorrect figures have appeared and will appear.

It was a terrific tire test—a feat of extreme endurance, rather—and the only correct, and most nearly as possible complete statement is—

- 14 cars used Diamond strictly stock tires
- 17 cars used highest competing make
- 7 cars used other makes
- 10 cars on Diamond were at the finish
- 11 cars on highest competing make were at the finish
- 4 cars on other makes were at the finish

There Were--

- 4 blowouts on Diamond Tires
- 12 blowouts on largest competing make
- 8 blowouts on other competing makes
- 3 Diamond tires replaced on account of wear
- 6 largest competing make replaced on account of wear
- 13 Diamond tires replaced on account of cuts
- 15 largest competing make replaced on account of cuts
- 55 Diamond tires were punctured
- 63 largest competing make were punctured

We could present in detail the evidence that Diamond tires carried the heaviest loads, etc., etc., but—as usual, all makes of tires in the tour won something or other, and—
What's the Use?

**Diamond Tires are the Best, and
“USERS KNOW”**

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Your sales can be increased materially by careful attention to this line of your business.

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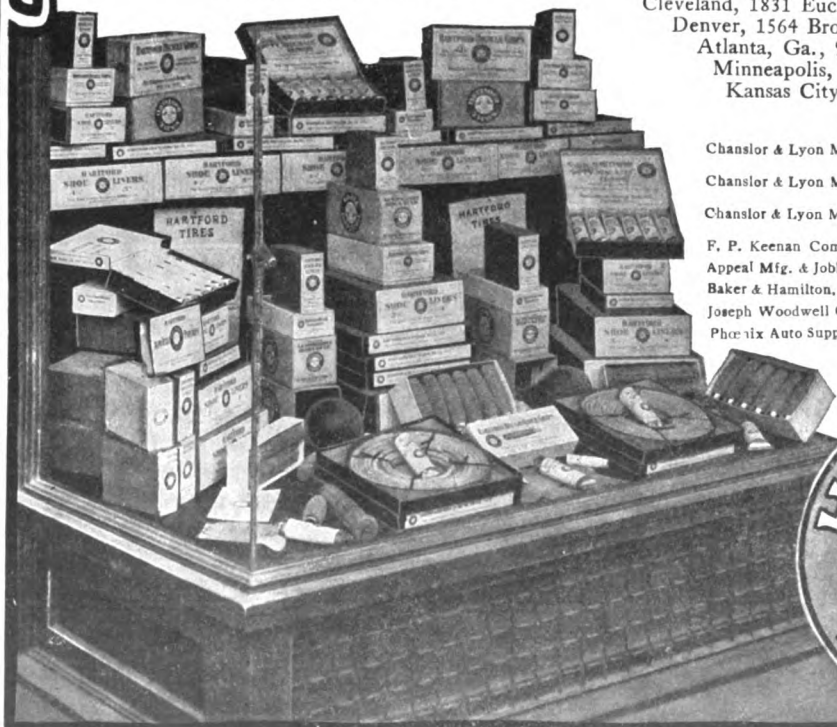
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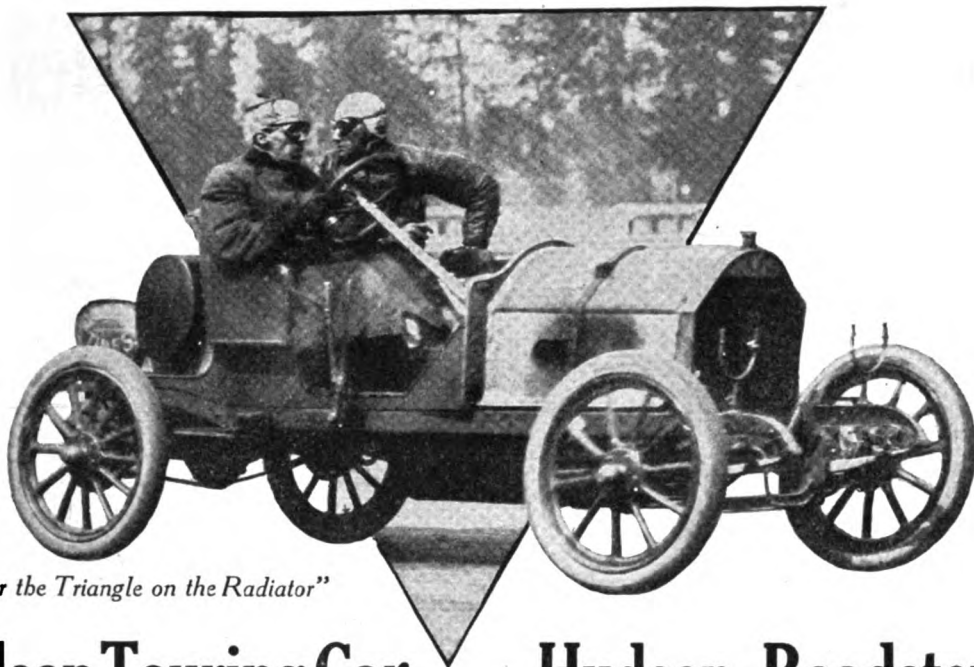
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Phoenix Auto Supply Co., St. Louis, Mo.



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Hudson Touring Car
\$1150

Hudson Roadster
\$1000

Speed is an important factor in a motor car. Important because it indicates power.

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The Hudson will travel any road that any other automobile will travel of whatever horse-power.

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Hudson Motor Car Company, Detroit, Michigan.

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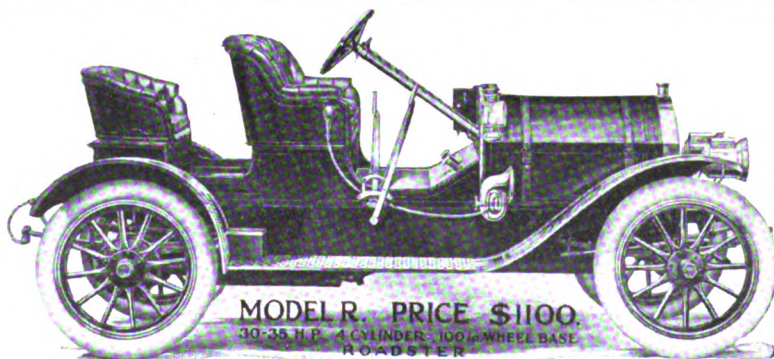
Mitchell



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The car you ought to have at the price you ought to pay.

The car that will endure long after the great majority of cars have been forgotten.



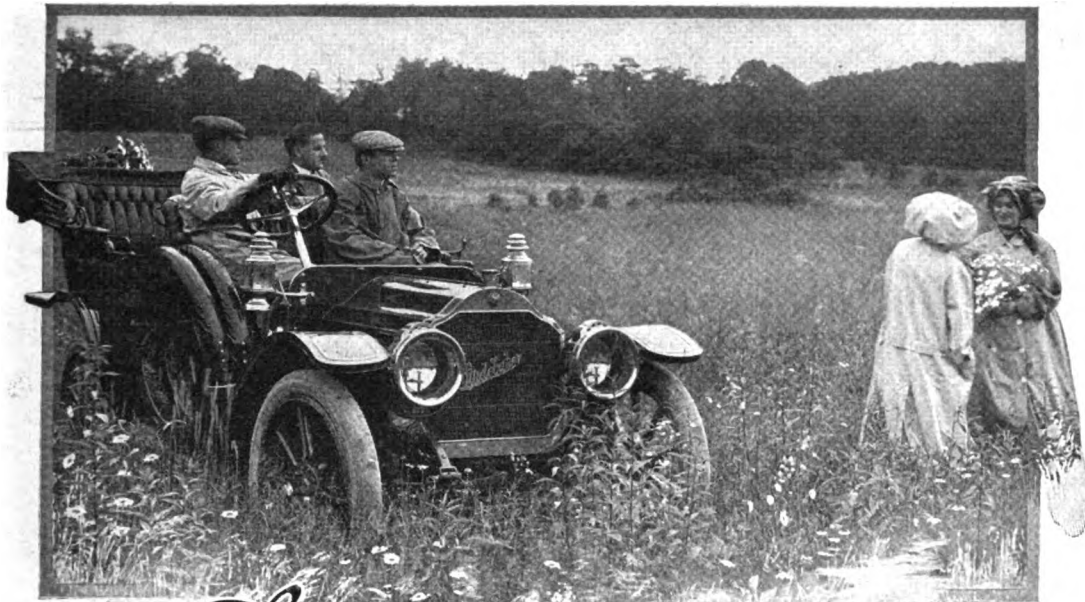
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In every line of endeavor some one product stands out distinctly because of its character—its unquestioned superiority.

In the automobile field that product is the STUDEBAKER "40."

It is *character* that distinguishes the STUDEBAKER "40"—the combination of well-balanced qualities—the possession of every feature desirable in any car—but *not the over-development of any single feature at the expense of another.*

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Our literature contains exhaustive technical description of this car. Send for it and compare the STUDEBAKER "40" construction with any other.

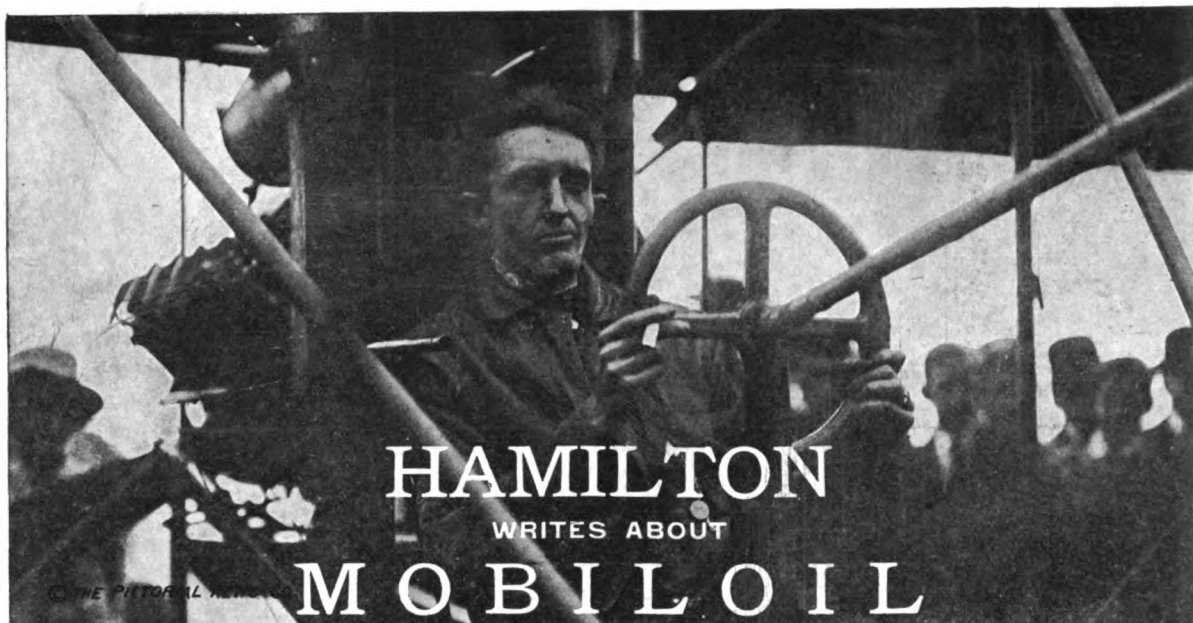
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"Licensed Under Selden Patent"

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USED
MOBILOIL
ON HIS
ALBANY-
NEW YORK

FLIGHT
May 29th, 1910



Vacuum Oil Company,
New York,
N.Y.

June 14, 1910.

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I wish to let you know that the oil which befouled my spark plugs was not your oil. I used MOBILOIL going to Philadelphia and had no trouble. Owing to misunderstanding, I was supplied there with some other oil, which caused the trouble resulting in my descent. Had I used Mobiloil on my return flight, I should, undoubtedly, have made the trip home without a stop.

Very truly yours,

Chas. K. Hamilton

HAMILTON
USED
MOBILOIL
ON HIS FLIGHT
FROM
NEW YORK

TO
PHILADELPHIA
June 13th, 1910

Almost all aviators in this country and Europe use Mobiloil.

FOR SALE BY DEALERS EVERYWHERE.

MANUFACTURED BY

VACUUM OIL COMPANY

ROCHESTER, U. S. A.

Automobile Topics

Illustrated

Vol. XX.

NEW YORK, JULY 23, 1910.

No. 16.

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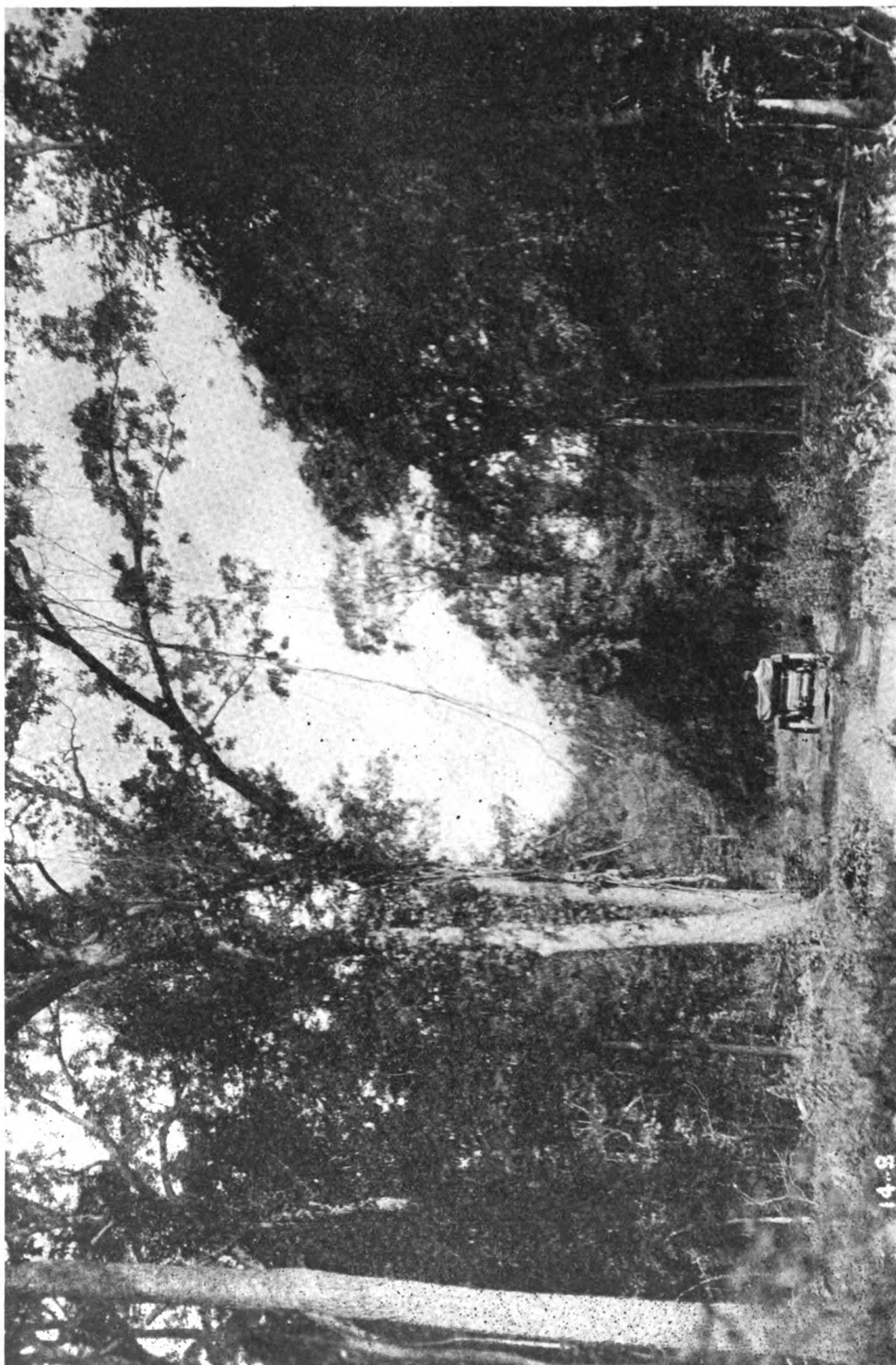
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14-8

TOURING IN OKLAHOMA—THE “THREE FLAGS” E-M-F. CAR ON THE SOUTHERN SHORE OF THE BIG BOGGY

Automobile Topics

Illustrated

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS

Published by AUTOMOBILE TOPICS (Incorp.)

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NEW YORK, JULY 23, 1910

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TOPICS

THE LATEST HAPPENING in what may be termed "the war between the States" over the issuance of license numbers, is a reply by New Jersey to a concerted assault made by nearby commonwealths on motorists who have the misfortune to reside in New Jersey. It is now proposed, or at least threatened, to refuse to motorists of such States as Massachusetts, New York, Pennsylvania, etc., the temporary licenses which the Jersey officials issue to those who have to drive in that State. It has been discovered (or at least it appears to be a recent discovery) that there is no obligation to issue such tourists licenses; it is merely provided in the law that they may be issued by New Jersey's commissioner of motor vehicles, "in his discretion." This discovery has led the Jersey-men to believe that they have in this a weapon which can be wielded with telling effect against non-resident motorists. The plan is to withhold these licenses from citizens of the States which are waging war against New Jersey. The effect will be, of course, to restore New Jersey to its former state of evil pre-eminence—as being the only important one which ex-

tends no privileges whatever to motorists from other commonwealths.

EXTREME AS THIS MEASURE IS, it is in one sense entirely logical. Put in a nutshell, the case is this: States like Massachusetts, New York, Pennsylvania, etc., extend privileges to non-resident motorists, provided the latter's States reciprocate. It is pretty generally believed by the officials of these States that the grudging and ungracious extension of privileges by New Jersey does not constitute reciprocity. Indeed, no other conclusion is possible. The Pennsylvanian can go into New York and use its roads and streets in exactly the same manner as he can those of his own commonwealth. This is due to the fact that Pennsylvania recognizes the New York licenses and registration system, and permits New Yorkers to come into Pennsylvania without taking out a Pennsylvania license, permanent or temporary, or paying any money whatsoever. If we turn to New Jersey we find that a totally different condition of affairs prevails. The Pennsylvanian or New Yorker can enter New Jersey only after he has taken out a temporary license, good for only eight days in a

year, and for which a fee (a small one, it is true) is charged. Contrasted with the privileges which the other States extend these are paltry and quite unworthy of the name of reciprocal. One cannot blame New York, Pennsylvania, etc., from refusing to accept this as reciprocity.

IT IS OBVIOUS that this leaves New Jersey in a sorry plight. Its certificates and registration numbers are not recognized in the States referred to, and the authorities in these States are now alert to detect and inflict summary punishment on motorists who carry New Jersey numbers. They say to him, in effect, that they must take out New York (or Pennsylvania) licenses before they can travel freely in that State. The result is, that New Jersey gives a little, a very little, to the stranger within its gates and gets absolutely nothing in return. Naturally, the Jersey men don't like this, and, as already told, they have cast about for a way to even matters. Of course, the logical way out of all the trouble—the fair, the generous, the magnanimous way—would be to extend to non-resident motorists the same privileges that the States in which *they* reside extend to Jersey men. This would provide a remedy and put an end to all the trouble in the twinkling of an eye. But the thought of doing so apparently never enters the heads of anyone having authority. It took a lot of hard work to extend these trivial privileges to non-resident motorists, and there the matter must stop. So the only other course open is taken—the withdrawal of even these privileges. And so, there you are. New Jersey gives a splendid example of how to be little-minded and yet content with itself.

IT IS TO BE HOPED that there will be a large turn out of motorists at the hearing which the Massachusetts Highway Commission has granted, on July 27, on the proposal to close certain Boston park roads to motor vehicles. It is a long time since such high-handed and arbitrary action was proposed as that which will be thrashed out at the meeting. It is pretty late in the day to close park roads to motor vehicle traffic—and especially roads that have been used by such vehicles practically ever since they were in existence. What makes it worse is that these roads, while park roads in main, are really connecting links be-

tween points in Boston and the outlying districts, and are, therefore, absolutely necessary if motorists are to be permitted to drive directly from one point to another.

"CRACK DRIVERS of champion snorters to race" is the alluring headline used by a Buffalo paper in speaking of a coming race meeting. Champion snorters is good.

THE MASSACHUSETTS HIGHWAY COMMISSION is going to make an example of some of the motorists who refuse to slow down and use caution while passing along where repairs are being made on the State highways. Several cases have come up where workmen were hurt and part of the road had to be gone over again through the fault of operators who were in too much of a hurry. Now there is a prospect of suspensions and revocations of licenses.

THERE WAS ONE QUESTION asked would-be chauffeurs in New York this week that must have brought forth widely differing answers. The question was: "What precaution would you take in driving on slippery or muddy pavements?" The ban on tire chains and other non-slipping devices must have occurred to many of the applicants when they read this question.

JUDGING BY THE FIRST BATCH of two of the questions put to chauffeurs who are being examined before being granted licenses in New York State, the practical ability to run a car properly and obey the rules of the road is the end which the examiners have in view. The questions are, for the most part, plain and practical. This being so, it is not surprising that the percentage of failures is only about two per cent., and many of those who fail to pass are foreigners.

WHEN IS A MOTOR VEHICLE not a motor vehicle? Why, when Judge Johnson, of Toledo, Ohio, rules that it is not, of course. The learned judge holds that an automobile is not an automobile within the meaning of the Ohio law unless it is a motorcycle. He also holds, and has so ruled, that an automobile may go through the streets of any Ohio city at any old speed, unless it comes within the classification of motorcycles. In his opinion, Judge Johnson discusses the word "automobile" in the follow-

ing language: "I am of the opinion that at present the word cannot be judicially construed to apply solely and alone to those vehicles which are declared by the statute to be motor vehicles. It is to motor vehicles alone that the prohibition of the statute relates. Indeed, within the exception mentioned in the statute and excluded by its terms, ambulances and police patrol wagons may well be defined as automobiles. To say of a person that his ambulance is an automobile, or of a city that its police patrol wagon is an automobile, would be quite in accord with the current, proper and accepted use of the word." What in the world is the learned Judge driving at?

TO DEMONSTRATE that "a man can take his wife into the country and have no fear about getting back" is the object of a test of electric vehicles which the Wizard of Menlo Park is making this week. Concerning the proposition itself, there is really no room for doubt; it all depends on how far into the country the man and his wife want to go.

IT HAD TO COME, of course, and the wonder is that it did not come sooner. A piano concern, which went into bankruptcy last week, gave as one reason for its trouble the crowding out of the piano by the automobile. People who used to buy pianos now put their money into automobiles, the head of the piano concern gravely alleges. It comes as a sort of afterclap to learn that the concern's liabilities were only \$25,000, and its assets about half that figure.

WORD COMES FROM FRANCE that the "trains de luxe" to the various summer resorts are running half empty; furthermore, the number of expensive cars on the ordinary express trains is much smaller than usual. Of course, the blame for all this is placed on the motor vehicle. Tourists who are "doing Europe" with their customary eagerness now use automobiles, as a rule.

AUTOMOBILISTS of Sullivan County, N. Y., were given a treat last week when two garage keepers in Monticello started a gasoline war. At one time the price of the oil was down as low as one cent a gallon, and motorists from all over the county were supplying themselves at this figure. The fight started when one of the dealers made a cut of 1 cent. The second gasoline dispenser immediately set his

price at 1 cent lower than his rival's. Dealer No. 1 came back with another cut, but this did not stop the other man and he cut again. As gasoline costs these dealers 13 cents a gallon, the little battle proved an expensive one.

STRANGE AS IT MAY SEEM, it is asserted that some of the examiners appointed to pass on chauffeurs applying for New York State automobile licenses are political heelers, and they don't know a carburetter from a differential. It is even said that the chief examiner admits this, and says that he will have to do the best he can with the tools supplied him. If all this is true, what is a serious business as it is will be made more serious—or become a farce. So long as we are to have our chauffeurs put through a sort of third degree, it ought to be done right and with a sole view to the interests of the public. It would be a good idea for Governor Hughes to look into the matter before he goes out of office.

TAXICABS of a new type—"de luxe," they are called—are to make their debut in New York. They are to be different from the ordinary taxi, in having glass bodies. These bodies are to be brilliantly lighted and heated in winter time, and thus their occupants can go to the opera or to dinner parties clad in their most glittering array, certain that they will make the sensation that they should as they whirl along the streets.

DON'T BE SURPRISED if, in the near future, you hear of the fat-eating Esquimaux chasing Polar bears over the ice fields of the frozen North in an automobile, for, according to a dispatch from St. Louis, Mo., printed on July 19, Oscar Tamm, a native son of St. Louis, crossed the Arctic Circle in an automobile on July 2. This is said to have been Mr. Tamm's second attempt to complete the difficult feat. On April 30 he departed from New York for Paris, and left that city with Finland as his destination. According to the dispatch, Mr. Tamm, in his earlier letters to friends in St. Louis, stated that on his tour he contemplated proceeding as far north as possible, going via St. Petersburg, and from there to Riga and Tilsa. His return journey was to end in Germany. The name of the car is mentioned in the dispatch, and there are such things as press-agents.

Lowell Race Almost a Certainty

LOWELL, Mass., July 18.—There is but one more step necessary before clearing away the last legal obstacle in the way of holding the races here, as proposed next September, and that is to get the consent of the selectmen of Tyngsboro, the town on the upper end of the Merrimac Valley course. The selectmen have their meeting next Thursday and the matter will be taken up then. The legislative sanction authorizing the officials of Lowell and Tyngsboro to vote on it passed last May. So the Lowell city fathers took the matter up last week. The hearing developed some opposition with a threat that the end is not yet, even though the Lowell aldermen unanimously granted the petition of President John Heinze, of the Lowell Club, to close the roads.

Mr. Heinze had quite a lot of residents living along the course on hand to speak in favor of the petition. But there was also a petition signed by twenty-two others living on Varnum Avenue, who were opposed to the race, and

they were represented by counsel, Thomas Larkin. He stated that if the petition was granted allowing the race an injunction would be sought to prevent it. Last year the objectors sought an injunction and were refused. There was also some opposition to having one of the races on a Saturday, and a petition opposing the closing of the road on that day was presented, signed by sixty business firms. The aldermen finally asked all those in favor of the races to stand up, and about two-thirds of those present did so. When those opposed were told to arise Mr. Larkin was the only one to get up. So the petition for the race was granted unanimously.

President Heinze says he already has an A. A. A. sanction and now he will go ahead with the races for September 15 and 17, the small car race the first day and the big cars Saturday. There was some talk of raising some big purses as well as plate, but that will be determined upon later.

More Vanderbilt Cup Race Entries are Made

Three Benz entries for the Vanderbilt Cup race were forwarded to W. K. Vanderbilt, jr., president of the Motor Cups Holding Company, by Jesse Froehlich, managing director of the Benz Import Company of America, just before the latter sailed for Germany, on July 12. Mr. Froehlich named a particularly strong team of American drivers, headed by George Robertson, who has also been named to drive a Benz in the Grand Prize race, on October 15, one week following the running of the Vanderbilt. Robertson's team-mates will be Eddie Hearne, of Chicago, and David Bruce Brown, of New York.

• When declaring these three cars Mr. Froehlich intimated that he would probably cable from Germany before August 10 the entry of three additional cars for the Vanderbilt. The cars declared are in the 4-C Class, between 301 and 450 cubic inches, while the three to be named later will be between 451 and 600 cubic inches. The declaration of the three Benz cars for the Vanderbilt insures an international flavor for this classic event. Mr. Froehlich has leased the August Porrier garage, at Garden City, for the use of his racing cars and racing teams for both events, and it

is expected that the two teams will be early in their quarters practicing and tuning up.

Arthur N. Jervis, advertising manager of the American Locomotive Company, announced this week that an Alco had been entered in this year's Vanderbilt. He said that H. F. Grant, who drove the winning Alco in last year's contest, would be at the wheel of the car in the race on October 1.

Vetoed Bad Cleveland Ordinance

Following a storm of protests made by Cleveland, O., motorists, Mayor Baehr has vetoed the Gahn ordinance passed by the City Council a week ago. The ordinance prohibited automobiles from passing a street car going in the same direction and compelled their drivers to stop every time a trolley car did so. As automobiles are held down to a slow rate of speed in the city and street cars may travel at any rate of speed, the ordinance would compel automobiles to stop at nearly every block. As 50 per cent. of the automobiles travel out Euclid Avenue, where street car traffic is heaviest, endless confusion and congestion would have resulted had the ordinance been approved.

Working On 1911 Contest Rules

There isn't going to be any delay in preparing the 1911 contest rules. It is proposed to have them knocked into shape and ready for promulgation by fall, so that designers and makers will know in ample time just what they can and cannot do in preparing machines for future contests. This was decided upon at an all day session of the Active Rules Committee of the Manufacturers' Contest Association, held at the International Hotel, Niagara Falls, on July 16. Chairman Howard E. Coffin presided. Members of the committee in attendance were: George A. Weidely, Premier Motor Mfg. Co.; Alanson P. Brush, Buick Motor Co.; George H. Strout, who held the proxy of Edgar Apperson, Apperson Bros. Automobile Co.; the Chairman and Russell A. Field, assistant secretary-treasurer. By invitation there were present: H. O. Smith, vice-president of the Manufacturers' Contest Association; S. M. Butler, chairman of the Contest Board of the American Automobile Association, and A. L. McMurtry, chairman of the Technical Committee of the American Automobile Association.

"Suggestions for changes in the Contest Rules to govern for 1911 submitted by members, non-members and registered drivers, were given individual attention. Where in the

judgment of the committee the suggested change was desirable recommendations were made which will be referred for action to the General Rules Committee of 25. All of those present were heard regarding the rules to be adopted for next year, with the result that practically the entire work done will be presented to the General Rules Committee for consideration before the meeting of this body, which will occur some time in September, close to the dates to be set for the board meetings of the National Association of Automobile Manufacturers and the Association of Licensed Automobile Manufacturers. After being thoroughly discussed and acted upon at the September gathering, the proposed changes will again be referred back to the Active Rules Committee, and by them finally submitted to the Contest Board for adoption.

"It will interest the public to know that practically all of the suggestions made were on matters of detail and making clearer portions of the rules which in their present state may be open to more than one interpretation. This condition speaks well for the rules as they now stand. The association has received from all quarters complimentary letters on the thoroughness with which regulation of contest matters has been handled."

Good Entry List for Minnesota Run

Sixteen cars were entered as contestants for the second annual endurance run of the Minnesota State Automobile Association at the time limit, midnight, July 16. Non-contestant cars were numerous, these entries closing July 21. Three were from St. Paul, eleven from Minneapolis and two from outside cities. The Franklin non-stop car was entered by the Western Auto Company, of St. Paul, to run five days. The tour was scheduled to start at 8 o'clock this morning, July 23, from the Hotel St. Paul, and to end the first half tonight at Sioux Falls. The return to Minneapolis will be by a different route on July 26. Accompanying the tour is the Journal wireless car, with which the tourists are kept in touch with the Twin Cities. The official car is a Corbin, the pilot car an Apperson, the press car a Pierce-Arrow. Non-contestant entries are as follows: Pierce-Arrow, Stearns, two Re-

gals, Staver-Chicago, Reo, two Halladays, Cadillac, two Coles, Ford, F-A-L, Franklin, Chalmers, Cartecar. The Franklin is No. 13, the favorite number of H. H. Franklin & Company, and used for the seventh time this year. Louis W. Hill, president of the Great Northern road, offered an additional trophy for the best good roads on the tour.

Canadian Farmers will Improve Roads

Automobilists who tour through Canada will be pleased to learn that the Automobile Club of Canada has entered into an agreement with the farmers along the route for the improvement of the highway from Montreal, via St. Johns, to Rouse's Point, N. Y. The road extends along the Richelieu River, is lined with good farms and small villages, and is the main road over which automobilists and travelers enter or leave Canada from the United States.

Examining New York's Army of Chauffeurs

Upon approaching 74th street and Broadway on Wednesday morning, July 20, about 9:30, it was not difficult to see that something unusual was taking place in the vicinity. A number of automobiles, mostly of the taxicab type, were lined up along the curbs in 74th street and Broadway. The Automobile Bureau of the Secretary of State's office, at 227 West 74th street, where the examination was to take place, was a very busy spot, for notices had been sent to over 500 chauffeurs to make their appearance there and prepare to show their knowledge of the working of an automobile and of the new law which will govern the operation of motor vehicles in New York State after August 1.

After going up a flight of stairs one enters a long, large room, which has the appearance of a schoolroom on a large scale. More than 500 folding desks and chairs, 520 of each, to be exact, are arranged in rows the length of the room. At the end of the room nearest the stairs there are a number of wooden railings, forming alleys, through which one has to enter to reach the desks. Over on the left of the alleys there is a small desk, at which two notaries public are seated. In the far-off corner of the room the desks of Chief Examiner Frederick H. Elliott and his twenty-nine assistants are located, separated from the main room by a wooden railing.

Shortly before 10 o'clock the policemen who were detailed at the building formed the chauffeurs in line, and the real work of the morning on the part of the examiners began. According to instructions on the application blanks, each chauffeur who made application for a license was required to forward a photograph of himself along with the blank to the Secretary of State's office, at Albany. These photographs were filed away, and if the blank was filled out in the proper manner the applicant was sent a notice to appear for examination in his district on a certain day. These notices were numbered to correspond with the number under which the photograph was filed.

When the chauffeurs were admitted to the examination room each had to appear before one of the notaries public in the room and vouch for the fact that he was the person who had received and signed the notice to appear for examination. After having the

notice signed by the notary the applicant entered one of the alleys and presented it to one of the two examiners stationed there. This man read off the number it bore, while the other looked through a file and located the photograph bearing the same number. The applicant was required to remove his hat while being scrutinized, and if the photograph was his he was allowed to take a seat at one of the desks.

There were all kinds of chauffeurs, short, tall, well-dressed and otherwise, but on the whole the men were a good-looking lot. Chief Examiner Elliott declared that it was the largest gathering since the examinations began, on Thursday, July 14. The questions asked at the examination on Monday, July 18, leaked out and were published by one of the New York dailies on Wednesday morning. Many of the chauffeurs were under the impression that the same set of questions were to be asked at each examination, and they wore smiles of contentment as they entered the examination room. They were destined for a great surprise and shock, however, for, according to Mr. Elliott, a different set of questions is used at each examination. If entirely new questions are not used the old ones are disguised in such a manner that they appear to be entirely different from those previously used.

While some of the men were entirely at ease preparing for the examination to start and were talking to their neighbors, others plainly showed that the passing of the test meant a lot to them, for they sat quietly, looking over books or reading papers. Many negroes were among the men in the room, while Italy was also well represented. There were two or three diminutive Japanese grouped on one side of the room, and they appeared to be seriously discussing the forthcoming test.

Well up in front of the room there were several men well known in the automobile racing game, who were required to appear and take the examination, just the same as the ordinary chauffeur. These men all seemed to treat the affair as a joke.

When the room was well filled a collection was made of the newspapers, and then preparations made to start the examination. Walter Lee, of the New York Automobile Trade Association, who assisted Chief Examiner Elliott,

called the men to order and announced a few of the requirements of the examination. Then the papers and pencils were distributed and the men settled down to the task of answering questions that would decide whether they were considered competent enough to earn their livelihood operating a motor vehicle in New York state. A silence fell over the room after the examiners had passed out the sheets. Some of the men went right to work writing their answers, while others picked up their pencils as they would a monkey wrench and looked bewildered. The assistant examiners were each assigned to a section of the room, and they paced up and down their aisles with their eyes ever open for cribbing on the part of the men. As the time grew on, here and there about the room could be seen men sitting up with pencils poised in mouths, while they gazed at the ceiling as if the correct answer to the perplexing question which was holding them could be found there. One of the Japanese was busily working over his papers, but the examiner noticed that every few minutes he would take a book out of his pocket and after consulting its pages turn back to his paper and write. Suspecting that the Jap was cheating, the examiner asked to see the book. It was immediately turned over, but proved to be a Japanese-English dictionary. The applicant for chauffeur's license from the isle of Nippon said that he was only slightly acquainted with the language of this country, but was very familiar with the workings of a motor car and knew something of the law relative to the same.

Announcement was made previous to the handing out of the papers that any one who could not read or write English would receive an oral examination, and quite a few stepped forward and were questioned by the examiners. The men were allowed one hour to answer the fifteen questions on the examination sheet, and a number of them completed the job before that length of time. After the sheets were turned in the men were allowed to depart.

The questions that the men were required to answer, while not easy ones, were not of the sort that would cause worry to a person with any knowledge of automobiles. They were divided into three classes, semi-mechanical, traffic rules and automobile law. The technical questions did not necessitate the men

going into the entire working of a car, but just required them to show that they knew a little more than how to hold a steering wheel and shift the speed gears. To pass the examination did not mean clear sailing for every one, for those whose application blanks did not show that they had had experience driving cars were put through a road test at the hands of Joe Tracy, the racing driver, and his assistants, who had charge of that work. Foreigners who did not understand the English language were also examined in this way, and if they showed they could operate a car properly they were passed. Every one was given a fair chance, as Secretary Koenig, who was present at most of the examinations, declared that he did not wish to deprive the men of their means of livelihood needlessly, but that he had to see that the law was observed. Many men who operated motor vehicles, he said, were excellent mechanics, but when it came to answering questions on paper they were out of their world entirely.

Up to Wednesday there were 1,200 of the 35,000 chauffeurs in New York City who had attended the examinations, and Chief Examiner Elliott said that he was prepared to handle about 2,000 men daily from then on. Of the 312 men who took the examination on the first day, July 14, Mr. Elliott said that all but fifteen successfully passed. The small number of men in the early examinations was due to the slowness of the chauffeurs in applying to Albany for licenses and the carelessness with which they filled out their application blanks. These blanks were sent to Albany, and any mistake in them necessitated their return to the applicant for correction. This resulted in the loss of considerable time, and as a result it is expected that there will be a great rush for examinations next week, which is the last before the Callen bill goes into effect. On August 1 it will be absolutely necessary that a chauffeur be provided with a new license if he wishes to operate a motor vehicle in New York. Instructions have been sent out from the Secretary of State's office to the various police officials to arrest drivers of cars not registered under the new law after the first of next month. It was noticed at the examination on Wednesday that quite a few of the men were residents of New Jersey, and upon being questioned they said that they also operated cars in the Mosquito State. After August

1 New York State will not recognize New Jersey licenses.

Despite the precautions taken against allowing the questions asked at the examination being carried out of the room, several reporters secured copies of them, and they were printed in the daily papers this week. There were two lists published, one being as follows:

1—If the gasoline motor could not pull the car up a hill on the high speed gear, what would you do?

2—Name all the parts of an automobile that should be lubricated and state whether oil or grease is used.

3—Name several conditions which will cause an engine to knock or pound.

4—If you are driving on the road and wish to pass a vehicle moving in the same direction, on which side of THIS vehicle would you pass? Answer "right" or "left."

5—What would you do if a car while proceeding directly in front suddenly swung around in your course?

6—In the event that a vehicle was coming toward you on the highway, what precaution would you take?

7—What is meant by one blast of a traffic police whistle at street crossings in Greater New York?

8—Under the traffic regulations of Greater New York, what vehicles have the right of way?

9—What precaution would you take in approaching a cross road outside of a city or village?

10—How often do you consider it necessary to examine the brakes of an automobile?

11—If you wish to stop your car, and the foot brake does not hold, what would you do?

12—What automobile equipment is required under the new motor vehicle law?

13—What should be the position of the controlling speed lever of an automobile before attempting to start the motor?

14—"John Smith," a duly licensed chauffeur, operating a car under the new motor vehicle law is accompanied by a friend. May the friend drive the car?

15—What are you required to do under the new motor vehicle law, when meeting a horse or other animals on the highway, that appear frightened?

The other was different, as will be seen:

1—What precaution would you take in driving on slippery or muddy pavements?

2—If you were ascending a hill and slipped your gears and none of your brakes worked, what would you do to prevent your car from sliding down hill?

3—If you were riding along in your car and your brake refused to work, what would you do to stop your car?

4—What would you do if you came to a cross road in the country?

5—What signal must a man give who is driving a wagon in front of you and wants you to stop?

6—Between what hours under the new ordinance must lamps be lighted on automobiles?

7—In approaching a trolley car that has stopped to allow passengers to alight or embark, what should you do?

8—If you were going north on Broadway and you came to a cross street, how would you turn to go south on the same thoroughfare?

9—What will happen to a chauffeur if he is apprehended in an intoxicated condition?

10—What is the speed limit in congested quarters of Greater New York under the new law?

Harmsworth Cup Preliminaries August 15-17

The regatta committee of the Motor Boat Club of America has decided upon August 15, 16 and 17 as the days on which to hold the elimination races for the Harmsworth Cup defenders, and at a recent meeting it agreed upon certain rules to govern the selection of the three defending American motor boats.

The first important condition is that all helmsmen and owners of boats chosen as defenders must at the time of the international race for the trophy be members of the Motor Boat Club of America. To those who are not already members at the time of the trial races facilities for prompt admission will be extended. Each boat must be steered by a member of a recognized motor boat club. In so far as the right of way and ordinary racing usages are concerned, the races will be governed by the rules of the Motor Boat Club of

America, which are uniform with those of the American Power Boat Association. Entries for the elimination races close on August 11 with Charles P. Tower, 1133 Broadway, New York City.

There will be two other interesting events each day during the elimination races. These will be trial races for speed boats, over all length from 25 to 35 feet, and for motor tenders carried on the davits of motor, steam and large sailing yachts, such tenders to be not over 25 feet, with a speed of at least twenty miles.

Automobile day will be a distinctive part of the Tompkins county fair, which will be held in Elmira, N. Y., on September 18, 19 and 20. Several automobile races will be run off and there will be a number of novel driving stunts.

Off for Wisconsin's First Reliability Run

MILWAUKEE, Wis., July 18.—Wisconsin's first big reliability tour started on its way over the 808-mile route through southern, western and central Wisconsin at 7 o'clock this morning. Twenty-four contesting and five official cars completed the procession, which was led off by a 1911 model Peerless as pacemaker, followed by the No. 1 Rambler, at 7 o'clock from the Hotel Pfister. Out of the twenty-five cars nominated, all but one, the Warren-Detroit

Hewitt; No. 9, Buick 17, William Fisher; No. 10, Kissel Kar D-10, N. C. Rice; No. 11, Kissel Kar D-10, W. R. Rice; No. 12, Kissel Kar, 1910, Arthur Ove; No. 14, Pierce-Racine "K," Lewis Strang; No. 15, Johnson, 1910 Special, J. W. Eviston; No. 16, Ohio 40-A, Ross Neuwold; No. 17, Pope-Hartford "T," F. L. Buckber; No. 18, Reo, Jack Thomas; No. 19, Corbin 18, Gordon Bird; No. 20, Ford "T," W. H. Diener; No. 21, Franklin "G," M. E.



SCENE AT THE START IN MILWAUKEE

roadster, participated. The Warren Company was unable to get its car ready in time and was left behind.

The cars started in the following order: No. 1, Rambler Model 64, driven by Ted Collier (this is the only 1911 model in the tour); No. 2, Rambler 53, Arthur Gardiner; No. 3, Badger, B. E. W. Arbogast; No. 4, Badger "B" roadster, H. W. Arbogast; No. 5, Mitchell "T" (the "Ranger"), F. P. Wilkins; No. 6, Cadillac 30, August A. Jonas; No. 7, Jackson 59, W. L. McEldowney (the only private car running as contestant); No. 8, Buick 19, George P.

Springer; No. 22, Overland 42, John Heber; No. 23, Staver-Chicago "M," Chester Cheney; No. 24, Petrel "F," G. D. Waite; No. 26, Marion "Bob-Cat," George Browne.

Today's route of 156 miles led through the southern tier of counties in Wisconsin. The first stop was at Janesville, where 30 minutes was allowed for replenishing supplies and the local club gave the tourists a reception. A second half-hour stop was made in the afternoon at Monroe, where the Green County Automobile Club served refreshments. The first night control, Madison, was reached at 4.42 and the

State capitol park was used as the parking station.

Tuesday's run was to La Crosse, the route being the same as that followed by the tourists in 1909. Wednesday, the third day of the run, was the hardest of the trip and when Eau Claire, the night control was reached, everyone was tired out. But 13 of the 24 cars entered held perfect scores and that was some consolation. The penalizations at this control were: No. 1, Rambler, 3; No. 4, Badger, 16; Mitchell, 17; Cadillac, 1; No. 12, Kissel, 1; Pierce-Racine, 9; Johnson, 20; Ohio, 2; Corbin, 30; Marion, 197.

Thursday the way lay through a sandy country to Merrill, half way across the State, and Friday night's control was at Appleton.

The tour is being conducted under A. A. A. rules. David Beecroft, of the technical board, acted as chairman of the touring technical committee, inspecting and examining the cars and instructing the participants Friday and Saturday evening in sessions lasting until after midnight. Mr. Beecroft will again examine the cars on the return of the contestants.

The first prize is the *Milwaukee Sentinel* trophy, an \$800 silver and gold cup.

Kerscher Drives for Wheeling Citizens

Ben Kerscher outshone Barney Oldfield at the race meet in which the two nomadic pilots participated at the State Fair Grounds at Wheeling, W. Va., on Saturday, July 16. Before a crowd of about 8,000 spectators Kerscher drove his Darracq car over two circuits of the half-mile track in 1 minute $5\frac{1}{2}$ seconds, which, it was said, was $1\frac{1}{4}$ seconds better than the record of 1:06 $\frac{3}{4}$ made by Oldfield, on the half-mile track at Findlay, Ohio, on August 25, 1909. While the meet was sanctioned by the American Automobile Association, the time made by Kerscher will not be considered a record by the Contest Board of that body, which does not recognize records established on half-mile tracks. The best performance made by local drivers was that of W. E. Stone, who drove his Buick a mile in 1:18 $\frac{1}{2}$, beating the previous local record of 1:27.

Matinee Races at Brighton Beach

One of the most interesting track meets of the season is expected to take place to-day—July 23—at the Brighton Beach (N. Y.) motordrome, when the Motor Racing Associa-

tion holds its matinee races. Nine events have been arranged, and some of the best drivers in the country will participate in them. The feature will be a match race between George Robertson in a Simplex and Ralph De Palma in a Fiat, the winner to be first in two out of three five-mile heats. The prize in this event is \$500. There will be a five-mile race for amateur drivers in their own cars, a trophy being awarded to the first and second drivers. The day's program will come to a conclusion with a one-hour contest open to cars or similar models that have participated in twenty-four-hour races conducted by the Motor Racing Association. In addition to a prize of \$300 in cash, the winner of this event will receive a gold watch. Six ten-mile races for cars in the various divisions of Class C, under the American Automobile Association rules, will comprise the remainder of the program.

Dread Return to Jacob's Ladder

The new State highway that eliminated the climb over Jacob's Ladder, Pittsfield, Mass., the bane of motorists touring the Berkshires, is already showing signs of breaking up, and, unless something is done very soon, it will be in a bad way, according to motorists who have passed over it within a few days. Just at this season hundreds of cars use it every day, as it is really the gateway to the Berkshire Hills. The surface needs some sort of a binder to hold it together. This road, when finished, practically completed the through highway from the Atlantic Ocean to the New York State line. New York engineers are now completing their part of the road that meets the Massachusetts highway at the boundary line separating the two States, and Bay State motorists in the western part of the State are anxious to have the road swinging around Jacob's Ladder continued in good condition.

The Long Island Motor Parkway, Incorporated, sent out an interesting little card on July 17, giving information about the Motor Parkway Inaugural Sweepstakes, which are scheduled to be run over a section of the parkway on Saturday, July 30, commencing at noon. The grand stand can be reached by automobile via the following highway: Old Country road from Mineola, Bethpage Turnpike from Hempstead and Jericho Turnpike from Jamaica.

Grand Jury to Investigate Skene

Pursuant to an order issued by Governor Hughes, an extraordinary term of the Supreme Court is now engaged in investigating the integrity of the administration of Frederick E. Skene, State Engineer and Surveyor of New York during 1907 and 1908. Justice Henry B. Coman, of Oneida, is presiding over the special term and Peter Walker, of Albany, is foreman of the grand jury which is conducting the inquiry. The charges allege irregularities in the awarding of good roads contracts during Skene's incumbency of the office of State Engineer. They also allege that he committed gross frauds and was guilty of padding his accounts, keeping dummies on the State's payroll and of withdrawing original contracts and substituting others, pocketing the difference, or allowing his friends to profit by the substitution.

In a letter to Justice Coman, Skene, who is in Albany, said:

"When the alleged charges were first published in a New York paper, in November last, I called upon Governor Hughes and stated to him that I wished that he would make a thorough investigation of these charges and that I would give all the time that he deemed necessary to air and assist in a thorough investigation of the department. I now again offer my services to the court and the grand jury, and would most respectfully request that I be allowed to appear before the grand jury to answer any questions which they may see fit to ask me and to throw as much light upon the subject as possible and I also most respectfully request that I be permitted to suggest to the court and the grand jury the names of other witnesses whose testimony may be material."

Want a Wood Block Pavement

Now that it has been finally decided to repair the Plank Road, one of the main highways connecting Jersey City with Newark, N. J., after it has been a disgrace and a menace to travel for years, disagreements have arisen between motorists and the highway officials as to what material the road should be repaired with. Recently the Essex County Board of Freeholders adopted a resolution approving of the use of Belgian blocks in the work, and on July 16 the Board of Trustees of the New Jersey Automobile and Motor Club held a meeting, at which resolutions antagonistic to those passed by the Essex County Freeholders were adopted.

While the automobilists have no objection to part of the roadbed being paved with the Belgian blocks for the use of heavy, slow-moving trucks, they were unanimously in favor of a wood pavement being laid for the automobile and lighter vehicular traffic, which of necessity requires a smoother roadway. The Newark organization suggested the laying of a three-course road, having the central part paved with wood blocks and the two outside courses with Belgian blocks. This suggestion, it is said, met with the approval of County Engineer James Owen, and a recommendation to that effect will be presented to the Board of

Freeholders of Essex County at their next meeting.

The work of building the new road will be carried on jointly by Essex and Hudson counties, and it will be necessary for the officials of both counties to agree upon some uniform plan in order to carry on the work satisfactorily. The president of the Hudson County Automobile Club said that his club had succeeded in getting the Freeholders of Hudson county to recommend a wood block surfacing for the entire roadbed.

Indianians Want Good Roads

At a meeting of the officers of the Northern Indiana Good Roads Association held at Elkhart, Ind., July 13, the program was completed for the mass meeting to be held July 29, at the Elkhart Chautauqua grounds. Hon. M. O. Eldridge, of the good roads division of the department of agriculture, who is one of the best informed men in the country on road matters, will make an address. Governor Marshall has also been invited to address the convention. The association was recently organized in South Bend, Ind., at a meeting called by the Chamber of Commerce, which was attended by representatives from the northern part of the State.

Fourteen Balloons Entered for Long Race

Although the event is still almost three months distant, six countries have entered fourteen balloons for the race for the International Cup for long distance flights, which is scheduled to start from St. Louis, Mo., on October 17. Italy, Switzerland and Denmark are the countries to recently enter. Italy will have two balloons, Switzerland two and Denmark one. Germany, France and the United States are the other countries which will be represented. They will each have three balloons in the contest.

The large number of aeronauts who want to represent this country in the race has necessitated the arranging of an elimination contest which will start from the Indianapolis motor speedway on September 17. St. Louis

will have four pilots in the trial race and the Aero Club of America, the Aero Club of New England and the clubs at Los Angeles and Indianapolis will likely each have one or more entrants for places in the big event in aeronautics in this country.

The October race, which is scheduled to start at the Aero Club of St. Louis grounds, is expected to eclipse all previous balloon races. In 1907, when the International race started from St. Louis, only nine balloons were entered and only three countries were represented. They were France, Germany and the United States. Oscar Erbsloeh, who was killed last week when his dirigible collapsed in Germany, was the winner of that balloon race.

Aviation Meet for Asbury

Encouraged by the success attending the recent meet at Atlantic City, N. J., the merchants and hotel men of Asbury Park, another New Jersey resort, have made arrangements for the holding of an aviation meeting in Asbury Park in August. The Wright brothers, through a representative, submitted a proposition in which they agreed to participate at the meet if they received 65 per cent. of the gate receipts. At a meeting on July 14 Asbury Park men subscribed liberally for the project.

Under an agreement submitted by the Wrights Asbury Park is to expend \$8,000 in

advertising and is required to furnish the exhibition grounds, grand stand room for 30,000 spectators and parking space for 3,000 automobiles. The Aero Club of Asbury Park was organized with George W. Pittenger as president, John W. Gathens secretary and W. E. Berry treasurer.

The meet will begin August 10 and will continue nine days. The Wrights are to bring five machines and will try for world's records. The railroad companies were represented at the meeting and promised their hearty cooperation.

Rules for Long Flight

The official conditions governing the proposed aeroplane flight between New York City and St. Louis, Mo., have been made public. They are as follows:

"The New York *World* and the St. Louis *Post-Dispatch* will give \$30,000 to the first aviator who, between August 15, 1910, and January 1, 1911, flies from New York to St. Louis, or from St. Louis to New York within 100 consecutive hours, using the same aeroplane from start to finish.

"The only condition attached to this offer is that at least three days' notice of intention to start for this prize must be given to either the New York *World* or to the St. Louis

Post-Dispatch, in order that announcement may be made of the actual starting and finishing points, the actual route and other details as agreed upon."

The distance between the two cities is 900 miles as the crow flies, and 1,048 miles as the mail go. The average fast train time is 29 hours, and the average train speed 36 miles an hour. The best average speed for sustained flight in an aeroplane is 54 4-5 miles an hour. On account of the physical configuration of the land it is extremely unlikely that any aviator will attempt to lay out his route in a straight line. The actual distance he will fly, therefore, remains guess work,

and will only be determined by his performance itself.

These conditions leave the aviator free to choose his own starting point and to make his landings for fuel, repair, rest or as necessity or caprice dictates, wherever and whenever he pleases. The installation of a new propeller, a new engine cylinder, new struts or new brace guys will not interfere with the clause "the same aeroplane."

Frenchman Wins at English Meet

Four first prizes were awarded Leon Morane, the French aeronaut, at the aviation meeting, which closed at Bournemouth, England, on July 17. J. Armstrong Drexel, of Philadelphia, U. S. A., won second honors, and Graham White, an English aviator, was given third place. No records were broken by any of the aviators at the meet, but one fatal and several serious accidents took place.

On July 19, Drexel established a new record for England by flying from Bournemouth to Beaulieu in the New Forest, a trip made across the open sea. He carried a passenger with him. Drexel's companion made notes of the trip while he was in the air and said that it would be a comparatively easy matter for him to have sketched plans, described fortifications or written dispatches while in the machine.

Is First Monarch to Fly

King Ferdinand, of Bulgaria, has the distinction of being the first monarch to make an aeroplane flight. On July 15 he accompanied M. Delaminne on a flight in a biplane at the aerodrome at Kiewiet, Belgium. Prince Boris, the heir-apparent to the Bulgarian throne, and Prince Cyrille, the King's second son, also flew. The king was highly enthusiastic over the flight and declared he would install an aerodrome in Bulgaria. As a mark of his appreciation he decorated M. Delaminne with the Order of St. Alexander.

Flew Over New Yorkers' Heads

Frank Goodale established a new record for this country on July 19, when he traveled from the top of the Palisades in New Jersey, across the Hudson River, and down Broadway in New York City in a dirigible balloon to 42d Street, where he circled several of the

sky scrapers and then returned to his starting point in New Jersey. He was forty minutes in making the round trip and was watched and cheered by hundreds of thousands during his flight across the roofs of the New York apartment houses.

In speaking of his trip, Goodale said: "I regard night time as the safest for such a flight as that, for the gas is very sensitive to the sun, which makes it expand, often to the point where the safety of the dirigible is threatened. I believe that this action of the sun on the gas was responsible for the accident which brought about the death of Erbsloeh, the German inventor and aeronaut, a few days ago."

Bleriot Has New Racing Monoplane

According to reports that reached Paris recently, successful experiments have been made at Bordeaux, France, with a new racing monoplane, constructed by Louis Bleriot. By an extremely ingenious arrangement the wings, which for weight-lifting must be curved, can be flattened out in mid-air and contracted, telescope fashion, in three sections to a third of their length, so that the speed of the machine is greatly increased while actually in flight. The experiments at Bordeaux are said to have shown that the new model, fitted with a 50 hp. motor, gives better speed than the model which under the pilotage of Morane recently made 65 miles an hour at Rheims with twice as much motive power.

Three Days Race for Clevelanders

A three day reliability run will be held by the Cleveland, O., Automobile Club, July 25, 26 and 27. The route will be from Cleveland to Columbus, to Toledo, to Cleveland. The American Automobile Association has sanctioned the event, which will be governed by that body's rules. The Cleveland News will present a silver trophy cup to each winner in the several classes.

An aeroplane piloted by Lieut. Camermann acted as escort to the King and Queen of Belgium when they left Paris on July 15. On the same evening for the first time three dirigible balloons, the Ville de Bruxelles, the Col. Renard and the Zodiac, manoeuvred together over Paris.

Commissioner Smith in a Retaliatory Mood

That it makes all the difference in the world whose ox is being gored is made plain by the contemplated action of J. B. R. Smith, State Commissioner of Motor Vehicles of New Jersey, who is preparing to carry the war into the enemy's camp. A year ago New Jersey did pretty much as it pleased with regard to non-resident motorists, and in return it got about all the privileges that it wanted from the States it was niggardly with. Now, however, a cordon has been formed around the Mosquito State, and the word has gone forth that, hereafter, Jersey motorists will get just what that State gives—or, perhaps, a little less. In other words, these States will extend full privileges only to the residents of States that reciprocate in full. New Jersey does not do this, and, consequently, hereafter New Jersey licenses will not be recognized in such States as Massachusetts, New York, Pennsylvania, Delaware, etc. Furthermore, the word has gone forth that Jersey registration numbers shall be watched for and their owners apprehended and punished if they do not also carry the numbers of some State which does reciprocate.

This promises to hit New Jersey a solar plexus blow. Retaliatory measures are contemplated, and recently Commissioner Smith wrote a letter to State Highway Commissioner Joseph W. Hunter, of Pennsylvania, in which he called his attention to the fact that the police authorities of Pennsylvania had refused to recognize Jersey licenses. He added that unless there was an immediate modification of that attitude, he would feel constrained to refuse to Pennsylvania automobilists in the future the privileges of the "tourists" amendment to the New Jersey law.

The amendment referred to was passed last winter, and by it non-resident automobilists *may* be given tourists' licenses without cost. These permit the use of New Jersey roads for four periods of two days each, or one period of eight days, in each year. They may be refused at the discretion of the commissioner. The licenses have been very popular with non-residents who desired to tour New Jersey, and their abolition would have very far-reaching effects.

Commissioner Smith's letter to Commissioner Hunter, in part, is as follows:

New Jersey motorists desiring to operate their cars in Pennsylvania have on several occasions called the attention of the department to the construction placed on the provisions of the Pennsylvania reciprocal law relating to motor vehicles, which provides that privileges granted to non-residents "shall not apply to residents of those States that do not extend similar privileges to residents" of Pennsylvania. The privileges referred to are that non-residents shall be exempt from the provisions of the act for a period of ten days if they have complied with the registration laws of the State in which they reside.

To New Jersey motorists reciprocity is denied, notwithstanding that the New Jersey law provides non-resident privileges of eight days upon registration and the payment of a nominal fee, and yet in dealing with residents of other States, many of whose registration laws are in many respects wholly dissimilar to those of Pennsylvania, a liberal construction of the reciprocal provision is made, and residents of other States are accordingly extended courtesies which are denied residents of New Jersey. In addition to this the police departments of many Pennsylvania municipalities have issued orders specially directing that the automobile law shall be strictly enforced against residents of New Jersey.

For this reason two of the largest clubs of New Jersey have by resolution, and many motorists have personally, urged me to exercise my prerogative of the department and refrain from issuing tourists' licenses to residents of Pennsylvania.

I dislike very much to pursue such a course, and will not do so except as a last resort. Retaliatory measures seem to me to be methods of warfare coming to us from a less enlightened civilization, to be used only when individual rights can be obtained in no other way. I am confident that some way may be found whereby citizens of New Jersey will not be discriminated against while touring in your State. If your law is to be strictly construed, I am sure that your authorities will upon reflection so construe it to affect all alike. If a liberal construction is to be employed, I trust all will receive the benefits.

* * *

I am not unaware of the popular demand among motorists of your own and of other States for the action your authorities have taken. These motorists have felt aggrieved at the attitude of the New Jersey Legislature in not providing non-resident privileges without cost, and they have not hesitated to advise persons in authority in your State to retaliate on the innocent motorists of New Jersey touring in your State, in the hope that they might thereby force New Jersey motorists to insist that our Legislature give free privileges to non-residents. This is a spirit of oppressive coercion which, if forced to its logical conclusion, would stop all motor travel between the States, of which I am confident that in their cooler moments they will greatly regret as unbecoming fairminded men.

Woman Transcontinentalist Nearing 'Frisco

Miss Blanche Stuart Scott, the plucky young woman from Rochester, N. Y., who is making a transcontinental journey from New York to San Francisco, in an Overland car, accompanied only by a woman companion, has completed the greatest part of her strenuous trip. During the past week she has passed through Wyoming, Utah and into Nevada—the most difficult part of the tour—without serious mishap.

The trip through Wyoming was especially enjoyable. Miss Scott found the roads in good condition, and for the most part well defined and smooth, the only danger lying in fording streams and crossing deep gulches, and in their perilous course around precipitous mountain sides.

"It would be difficult," says Miss Scott, "to give any definite description of the country traveled in Wyoming. In the central part,

through the 'Red Desert,' it is either desolate or beautiful, according to the way tourists look at it.

"Crossing 'Red Desert' was a novel experience to me. The terrific heat was allayed to some extent by the onward rush of the car. We were well protected from the arid climate and alkali dust by our large straw hats and improvised masks.

"A traveler upon this vast plain, reputed to have an altitude of 5,000 feet, whose ill-defined summit forms the parting between the Missouri and Colorado Rivers, sees little of the Rocky Mountains except at a great distance."

At Fort Steele, Wyo., Miss Scott detoured from her westward course to take advantage of a perfect day and make a trip south, down through the beautiful Platte canyon to Saratoga and Grand Encampment.

Solving the Summer Vacation Problem

Miss Beatrice Priest, of the Lew Fields theatrical company, has solved the summer vacation problem very handily. She merely

fitted with an adjustable tent top, and a cot is arranged between the front and rear seats. In order to have a perfect bath house and yet



MISS PRIEST PREPARING FOR A SWIM

transformed her Studebaker automobile into a summer bungalow and with its aid manages to enjoy every breeze that blows. The car is

be independent of the beach shelter, Miss Priest had an oilcloth covering made and with this over the car, it answers that purpose.

Road Building Extraordinary in Iowa

Iowa farmers established a world's record for building a road 380 miles long in one hour flat. They accomplished this feat on July 9, and Iowa now has one of the finest roads west of the Mississippi River. Another remarkable thing about the building of the highway is that of the 10,000 men who did the work, not a single one of them received a penny for their services, they volunteering them in order to improve their property.

Back of the record-breaking feat lies a story of motorists who complained over the poor road conditions in Iowa, and who talked to the farmers about the money they were losing by keeping automobile touring parties away from their section of the State. After experiencing the dreaded gumbo in winter, and being compelled to breathe the dust in summer, the farmers began to pay some heed to the protests they were constantly hearing from travelers.

Last winter the question of constructing a road clear across the State was broached, and it speedily became a political matter with both parties favoring it. In March a meeting was held in Des Moines and the preliminary arrangements were made. From then until the first part of this month, neighbor vied with neighbor in getting the materials ready to build a highway to extend across the State, from Council Bluffs, on the Missouri, to Davenport, on the Mississippi, a distance of 380 miles. The slogan was "make the road as nearly perfect as is possible with just common dirt."

Every farmer along the way was personally

seen by the committees and practically every man agreed to give the one hour that was asked for. Farmers were asked to bring their plows, scrapers and road drags, and an organization equal to those employed in professional railroad building was worked out.

In the weeks preceeding the work, all bridges and culverts along the road were repaired and put in first-class order, that no delay might come to the road builders when once the latter started working.

The result of the organization was shown on July 9. Shortly before 9 o'clock in the morning, farmers began getting out in the road. Hundreds of picks, shovels, plows, scrapers, road drags, grading machines and other implements used for road building were brought out. Every farmer had at least one team of horses with him and many had several. Superintendents and overseers had been appointed, and promptly at the strike of 9 the order was issued to fall to.

And 10,000 determined men fell to. For an hour they continued, working with might and main. At 10 o'clock the job was finished, and the farmers went back to their fields, leaving the State of Iowa the proud possessor of the finest piece of long-distance roadway in the West. Incidentally, they had taught the inhabitants of the other parts of the State just what could be accomplished when all worked together, and they had given the good roads movement one of the biggest boosts it has ever received west of the Mississippi. Other States are said to be contemplating following the example of these pioneers.

International Auto Passes

International automobile passes are now being issued in Europe, and they obviate the delays which were so unpleasant under the old system. The countries which recognize the new pass are the United Kingdom, Germany, France, Spain, Austria-Hungary, Russia, Italy, Bulgaria and Monaco. It is believed that Switzerland, Belgium, Portugal, Holland, Sweden, Greece, Roumania, Servia and Montenegro will adopt it before the end of the present season.

On arriving at the frontier of a country other than the one in which the international

pass was issued a motorist is required to show it to the inspecting customs officer, who will then register the car and issue a driving license to the person in whose name the pass is made out. He will also insert the name of the custom house and the date. On leaving the country the customs officials at the port of departure will insert the name of the port and the date.

A Philadelphia daily stated recently that Jefferson County, Pa., huckleberry pickers go after the mountain fruit in automobile parties.

To Tour Around Georgia

The scout car for the Around Georgia Good Roads Tour, which will be held in the fall, left Atlanta Monday, July 18, and arrived in Macon, a distance of 105 miles, in the afternoon. All in all, the pathfinders will travel a distance of 900 miles, and at each city where stops will be made and at others where the scout car passes through elaborate preparations are being made for the entertainment of the scouts.

R. V. Connerat, manager of the southern branch of the Buick Company, with headquarters in Atlanta, will pilot the Buick scout car on this trip. His companions will be Frank Weldon, the representative of several of the leading dailies of the state, who are jointly conducting the tour, and Francis E. Price, staff photographer of the Atlanta Constitution.

There are several side trips from the direct line contemplated, but, barring the side trips, 900 miles in round figures represents the total distance that will be traveled. Forty counties in all will be traversed.

From Macon the route leads to Albany, 113 miles away. From Albany to Thomasville, a distance of 100 miles, will be covered the next day. Thomasville to Brunswick, via Valdosta, is the following day's run, a distance of 125 miles. From Brunswick to Savannah is the succeeding day's trip. A few days will be spent there, and then the scout car will head for Augusta, and from Augusta back to Atlanta. In all it is estimated roughly that, taking it easily and enjoying all the functions prepared for the scouts, the car will be on the road nine days.

Oregonians Race for Cups

At the race meet held at Clatsop Beach, near Portland, Ore., R. D. Inman won the first prize and the beautiful cup offered by the Spokane, Portland and Seattle Railway Company. The race was for ten miles. He covered the distance in nine and a half minutes. E. L. Mills, of the Columbia Trust Company, won second place, and received a cup offered by the Ruth Investment Company. The event was under the auspices of the Portland Automobile Club and was the first held on the beach.

With the opening of racing on the beach and the promise that Clatsop Beach will be a

popular summer resort, activity has centered around the prospect of building an automobile road from Portland to Astoria. With the expenditure on the road of \$50,000 it can be put in condition so that automobiles can make the trip in ten hours.

Tacoma Club is Revived

Following a lapse into retirement which lasted for several years, the Tacoma Automobile Club, of Washington, has been revived, and now numbers some sixty active members. J. C. Donnelly is president of the rejuvenated club and Henry M. Prince is secretary.

One of the first steps taken by the club was the improvement of the roadway leading to American lake and the roadway to Mount Tacoma, both routes being very popular with local autoists. Another road project now under way and fostered by the Tacoma and the Seattle Automobile Clubs is the hard surface roadway between Tacoma and Seattle.

Secretary Prince has given liberally of both his time and money to further the interests of the club. He recently secured and placed a number of road signs leading to Point Defiance Park, which have proved of benefit to local and visiting autoists.

Working in conjunction with the Tacoma Club is the Tacoma Rotary Club, whose object is to promote and encourage in all ways the construction and maintenance of good roads and the improvement of the existing highways.

Organized a Wisconsin Club

The Waupaca County Motor Club has been organized in Wisconsin, with headquarters at Waupaca, Wis., and Dr. T. E. Loope, of Iola, has been elected president. The club was formed directly as the result of the influence of the first Wisconsin state reliability tour held by the Wisconsin State Automobile Association July 18 to 23. Waupaca was one of the principal cities on the route. The other officers are: Vice-president, J. F. Jardine, Waupaca; secretary and treasurer, Harry E. Gordon, Waupaca; district vice-presidents, L. Cole, Clintonville; R. J. Bestul, Scandinavia; C. F. Crane, Weyauwega; Dr. Irvine, Manawa, and F. R. Smith, New London. The officers constitute the board of directors. Good roads and other legislation will be the principal objects of the organization's endeavor.

Brooklyn to Have a Novel Run

Many entries have been received for the Brooklyn Reliability Contest, which will be held on Long Island, N. Y., August 9 and 10, under the auspices of the Brooklyn Motor Vehicle Dealers Association, and it is thought that there will be more than a hundred starters in the tour, which gives promise of being one of the largest of its kind ever held in the East.

The contest will be divided into two sections—contesting and touring. The contesting section will be run under Class A, according to



THE SWAN TROPHY

the 1910 rules of the Contest Board of the American Automobile Association, and cars will be divided into seven divisions as follows: 1A, cars selling for \$800 and under; 2A, cars selling for \$801 to \$1,200; 3A, cars selling for \$1,201 to \$1,600; 4A, cars selling for \$1,601 to \$2,000; 5A, cars selling for \$2,001 to \$3,000; 6A, cars selling for \$3,000 to \$4,000; 7A, cars costing \$4,000 or over.

Contestants in the tourist division will compete on a time schedule fixed by the contest committee before the start. Each participant will be told the number of miles per hour to travel and the contestant whose car averages

the most consistent running time to that schedule will be declared the winner. Hidden controls will be located at several points along the entire route and a checker will take the time each car passes his station. In addition to having their cars secretly checked at intermediate points, the contestants will be checked in, also, at all noon and night controls. Participants in this division will be allowed to stop whenever and whenever they please and may make any adjustment to their cars or take on fuel without penalty. The entry fee for cars in the contesting division is twenty dollars per car; in the tourist division, ten dollars per car.

Eight magnificent and costly trophies have been presented to the association for the contest by Brooklyn newspapers and individuals. Seven are to be awarded in the contesting section, one for the winner in each division, and one is for the tourist section.

The route selected for the contest is a unique one and it will lead the tourists over all sorts of roads in zig-zag fashion over the entire island, excepting the extreme eastern end, touching wild and scenic spots which will be a revelation to many motorists who believe they know every nook and corner of the island.

In laying out the route the pathfinders avoided as much as possible the main traveled roads of the island, and, also, the roads which formed part of the routes of previous contests and tours. They chose the tributary roads leading from the main highways for the course. The route along the north shore leads over rugged hills, which reveal excellent marine views and charming rural landscapes. On the south shore the route passes by vast stretches of bays, salt meadows and a number of summer resorts. Through the middle of the island the wildness of the country lends itself to poetical meditation. In general, the route from start to finish will be a rough and rugged one, but picturesque and delightful.

For Cleveland Orphans

Plans are being made by the Cleveland Automobile Club for the Orphans' Day outing, which will be held next month. A tentative committee has been appointed and definite plans will be made within a week. There are six orphan asylums in Cleveland and the problem of supplying cars is a big one.

An Adventurous Motorist's Camping Trip

Exploring the mountain wilderness of Oregon purely as a summer lark, P. S. Steenstrup, who is now touring the coast with his wife in a 30 hp. Maxwell roadster, has had enough thrilling experiences to satisfy the keenest lover of adventure. Mr. Steenstrup has spent two weeks in the most desolate regions of the Cascade range, pitching camp wherever night-fall or nature's barriers halted his trip, and, although he has followed a weary half-hidden trail that hugs the Willamette River for several hundred miles between the Coast Range and the Cascades, climbed slippery mountain grades almost to their snow-capped peaks, driven for miles on the gravel bed of creeks which offered better traveling than their adjoining dry land, the nervy tourist is still penetrating the wildest part of the State. At the present time he is headed for a famous lake which fills the crater of an extinct volcano many miles above sea level.

Not until he has reached the crater and also found the cavernous depths of Oregon's natural caves, twenty miles distant, will he be hear from again. How much Mr. Steenstrup and his wife will prolong their mountaineering is not known even to themselves. But with a sturdy automobile that has obeyed every command and an elaborate equipment of camping and traveling paraphernalia which weighs over 500 pounds, they have been immune from all the difficulties that embarrass motor car backwoodsmen, except in the matter of food supply.

When their culinary kit became exhausted by a forced stay in the mountains, because of a continued downpour of rain, they fell back upon nature and started a foraging expedition through old camp gardens, long since deserted, but still fertile enough to yield up with their weeds an inexhaustible supply of delicious berries of many varieties.

Such an experience, however, was merely an incident compared to those which followed, for the real climax came during a heavy storm when they were encamped in the shelter of a mountain. Rain poured down upon them until they felt that the old storm king was expressing particular anger at them, and a torrent tore down the mountain side threatening every moment to send camp, campers and car afloat down the Pudding River.

The Steenstrups started from Portland on

June 10, little thinking of the task that confronted them, yet prepared for any extreme.

Writing to friends in this city, they say that they found excellent roads as far as Oregon City. Practically the only road for them to take followed the Willamette River, and in many ways resembled the roads and the scenery of the Hudson River. Beyond Oregon City, however, they found that recent rains had made the roads very heavy, and there were many bad stretches before they reached Salem. Just outside of this place they pitched their camp, but hardly had their fires been built when they were engulfed by another downpour. In fact, it poured all night, and Mr. Steenstrup's first experience in an Oregon camp was rather a dismal one.

These mountain storms, which in the East would be regarded as cloudbursts, had no particular terror for the tourists because they were not acquainted with them, but in attempting to break camp they found nothing but deep mud in all directions, and they were forced to remain on the spot for two whole days. From the appearance of the Pudding River they were encouraged to believe that it contained fish, but they had no luck and spent the time more profitably in getting their bearings around the camp.

After a while they managed to get back to Salem, and went on from there to Albany, a distance of some twenty miles. This part of the journey led them over many beautiful hills covered with fruit orchards, and the roads were of hard stone macadam, comparing very favorably with many of the best roads in the East.

In Albany they began to hear rumors of a terrible stretch of road which they were bound to encounter between Eugene and Drain, many miles to the south of them. These rumors became more insistent after they left Albany, but when they finally pulled into Eugene and heard of the elegant fishing on the Mackenzie River, they forgot all about the bad roads ahead of them and took a detour up the Mackenzie for about twenty-five miles. This road, for a mountainous road, they found was a good one, although there were some very bad, but short, sections.

On their arrival at a place called Vida, where Gate Creek runs into the Mackenzie,

they were told by the inhabitants of the place that they might find some excellent camping places a short distance up the creek. They were not told, however, that there was not even a trail for them to follow through the swamp to those "excellent" camping places; but, being determined to find the spots to which they were directed, Mr. Steenstrup drove right into the creek, with the water at times coming in above the floor boards. They found this creek to have a hard gravel bottom, except for a few places where sharp turns were made, and they came upon a number of abandoned homesteads and ranches where there was a beautiful clearing, enabling them to again pitch camp.

Four days were spent on the bank of this creek, and, when not otherwise engaged, the campers were trying to get acquainted with the fish that they thought might be there. Following its serpentine course for a short distance from a camp, they found a secluded spot that seemed to be full of rainbow speckled trout and red sides, a beautiful specie having a blood-red streak down its sides. They found that this creek could be waded for miles up the canyon, and further away from the camp they found deep pools where one and two-pound trout lie in waiting for the fly. They got enough here to give them good eating whenever they wanted it. There seemed to be no prospect of their running out of food.

When camp was finally broken they learned that a lumber company had bought up the extensive virgin timber tracks on the top of the mountains. Not one of the old ranchers' shacks was occupied, and their solitude became great. Continuing their journey, they struck some of the much-heralded bad roads through a marshy, boggy land, where the huge lumber drays had taken different detours among the fallen timber to find the easiest way. It might be said that there was no road. Whichever way they turned, it was bad, although not for any great distance, but before reaching civilization again they wished they were still in camp beside the deep trout pools, for their supply of food was rapidly diminishing.

Every homestead which they encountered was deserted and falling apart. Wandering among the weeds they discovered small currents, raspberries and gooseberries, fast being overrun with young forest shrubs and other

growths. Here they had great sport in equipping their larder by these forages. Finally, they continued their journey, and, after ploughing through several miles of mud, again struck some beautiful roads through the mountain foothills. Cottage Grove was quickly passed, and they reached Roseburg, the largest city in the southern part of the State.

This little town of twelve or fifteen thousand inhabitants has ten or fifteen miles of asphalted paved streets, with beautiful electric clusters on street corners and blocks of stores which compare favorably with those of large eastern cities. The town is a very busy one, but hotel accommodations are scarce, so the tourists did not linger long, but started out the next afternoon in a drizzling rain bound for Grants Pass, eighty miles away.

They were told that they would have trouble getting over some of the mountains with the heavy load that the car carried, in addition to the three passengers, but the way the Maxwell went over the hills was a delight to them.

These eighty miles of roads are supposed to be the most mountainous in the State, the greater distance requiring a motorist to go bumping over rocks and narrow corduroy strips. At one point, a short distance from Roseburg, they encountered a hill, steep and straight as an arrow for more than half a mile. Near the top there were numerous turns, with sharp pitches, which had to be negotiated very carefully.

In talking with a Grant Pass motorist, on arriving there, he told Mr. Steenstrup that there was no doubt whatever that the Lord is always with the automobilist in that region, and when Mr. Steenstrup had finished his run up the steep grades, with rocks rising hundreds of feet on one side, a perpendicular fall on the other and a ledge not more than six or seven feet wide to travel upon, he certainly agreed with the man from Grant's Pass. There were numerous places where it was impossible for two cars to pass for a distance of a quarter of a mile or more, and they were fortunate in not meeting anything except a lumberman's team, driven by a man who realized that there was no place to turn out, and who walked ahead a considerable distance with the idea of sighting anyone who might be in the vicinity, and thus avoid a meeting on the cliff side.

Chains had been put upon the car merely as a precaution, and they were found useful, be-

cause of the varied character of the mountain roads. A warning of difficulty was given to the tourists concerning Cow Creek Canyon, this place being described as a lonesome, dangerous place to travel, but the Steenstrups found that all the dire forebodings were much exaggerated, and when they attempted to ford the canyon at a point where they were told they would surely need a block and tackle, the car took them through without any trouble whatever, and they were soon in the center of another fertile section of Oregon, where the inhabitants hailed them with kind greetings. It was only a short run from here to Medford, and they found themselves in the most boomed town in Oregon.

Mr. Steenstrup did not wonder at this state of affairs, when he found that the territory around Medford produced the finest apples and pears in the world. He talked with one fruit farmer, who had cleared \$1,000 net per acre, and became very much absorbed in the occupations of the locality. Near Medford they also found some of the most picturesque mountain scenery in the West, and, spurred on by the delights of their trip up to this point, they decided to drive to Crater Lake National Park, which is about eighty miles away. The government is now working on a road to the

lake, and after another vigorous run they found themselves at the summit at what first appeared to be a huge mountain, but later discovered that they had reached the shore of a lake eight miles in diameter, actually filling the crater of a volcano which centuries ago had ceased its eruptions. They found this trip to be the most exhilarating part of their journey, but still impelled by their innate desire they did not return to the main trail, which they had set out to blaze, but determined that they would visit the famous Oregon caves, twenty miles away, if it was possible for them to reach this secluded spot.

Nothing has been heard from the Steenstrups since they attempted this part of their trip, but from the description furnished by the people of Medford the party was bound for depths which were said to be far more beautiful and greater in extent than the mammoth caverns which have made Kentucky famous.

For some time Medford will be the base of their operations. It is the most cosmopolitan city in Oregon, having many fine brick buildings, and hotel life there measures very well beside some of the best known hostelries in the East—at least Mr. and Mrs. Steenstrup declare that since they left New York Medford has been their nearest approach to Broadway.

Automobile Thief Gets Just Deserts

CLEVELAND, O., July 18.—Police Judge W. H. McGannon established a precedent here today and went on record as being in sympathy with the general movement against "joy-riders," when he sentenced Ernest Clement, aged 17, to three months in the workhouse and imposed a penalty of \$50 and costs. This is the heaviest sentence ever imposed upon an automobile thief in this city or State. The sentence will keep Clement busy making brushes at the Cleveland House of Correction for a year.

In company with three companions, Clement, Sunday morning, took a large Packard touring car from in front of E. C. Parsch's garage on East Sixth Street. The thieves were a block away before the theft was discovered. Hastily jumping into another car, Parsch and a companion, defying a five-mile-an-hour limit on the Superior Avenue viaduct, overtook the runaway car. Surrendering the wheel to his companion, Parsch leaped to the

tonneau of the Packard and seized Clement and the wheel at the same time. The other occupants of the stolen car escaped, but are known to the police and will be arrested.

Judge McGannon's action has brought joy to the hearts of Cleveland motorists, whose cars for the last six months have been stolen at regular intervals. Until McGannon's action the only results obtained were suspended sentences.

Secretary M. M. Maxwell, of the Cleveland, O., Automobile Club, has begun the work of posting signs throughout Northern Ohio. Routes will be marked from Cleveland to Ash-tabula, Norwalk, Akron and Youngstown.

An appeal has been presented to the municipal authorities of Atlanta, Ga., asking them to prohibit the use of open mufflers within the city limits. The petition bears the signature of some of the most prominent motorists in the city.

PREVENTIVES AND REMEDIES

Frequently it is somewhat awkward to treat a cone clutch with castor oil without taking the clutch apart, which, of course, is a good deal of a job. As good a way as any to manage it is to thrust a wooden block into any convenient place in the release mechanism to hold the clutch fully open when the clutch pedal is depressed and then to take a strip of stiff cardboard, or, better yet, vulcanized fibre, or even tin, which can be bent to the curvature of the clutch and slipped clear in with enough clearance between it and the leather face to allow oil to be flowed down the full width of the latter. It is possible to use a small squirt gun or a medical syringe for this purpose, but it has the disadvantage that it does not insure positive distribution of the oil over the entire leather surface, and the more remote portions are liable to remain dry.

The usual rule for valve grinding is that a piece of cotton waste be placed in the cylinder casting just at the mouth of the valve port to prevent any of the abrasive from entering the cylinder proper. It is quite as important that the waste be removed after the process has been completed.

Many manufacturers of automobiles make extensive use of aluminum for floor boards and running boards, in which case it is left in its natural state. While aluminum does not become dirty or tarnished in the same way that other materials do, after a time, especially if exposed to the effects of salt water moisture, it will assume a dull and attractive appearance. There are several methods of restoring the metal to a brighter appearance, the first being to brush the surface over well with a dilute solution of sulphuric acid, about five to eight parts of water to one of acid being satisfactory. This is applied to the surface with a stiff bristle brush, and the surface well rubbed, after which the excess acid is removed with water. Another method sometimes followed is to make a mixture of turpentine and fine emery, which is applied to the surface with a bristle brush, and after vigorous application and rubbing, the surface of the metal will be well polished and bright.

When mounting tire holders on the running board, care should be taken to see that they are firmly attached to some portion of the body or frame which is capable of withstanding the not inconsiderable strain which one or two heavy shoes and the contents of a circular trunk may impose upon them. If they are affixed merely to the unsupported side panel of the body, there is not a little likelihood that in the course of time it may bulge out of shape.

A handy appliance for the tourist is a large quick action oil gun, which can be made from an old bicycle pump by plugging the outlet and drilling and tapping the bottom plate for a nozzle. The bottom plate may be cut down to the diameter of the pump in case there is an extension to be held by the foot when pumping. Such an oil gun is handy in many ways, as for quick filling of lubricators, or of many scattered oil cups. It is also very convenient for sucking out the oil from the gear case when a fresh supply is to be put in, or for filling a gear or crankcase.

Drain and flush out the cooling system occasionally. This will prevent an accumulation of sediment in the radiator, or circulating system, and so will act as a preventive of overheating.

The theory of lubrication is well understood, but the practice of it is woefully neglected. To keep a car running right, it is necessary to lubricate every moving part. This includes not only such swiftly moving parts as the piston in the cylinder, but parts which have a very limited movement, such as the ends of the springs on the spring bolts. The particularly exasperating squeak, which annoys so much, is caused by the lack of a few drops of oil on the spring shackle bolts. In case these bolts are rather inaccessible, as may be the case with those at the rear of the front springs and the front of the rear springs, a squirt can be filled with kerosene in which a tablespoonful of flake graphite has been mixed, and this can be squirted into the place. The kerosene will serve to float the graphite along so that it really is carried to the surfaces that rub.

COMMERCIAL MOTOR VEHICLES

Motor-Driven Road Roller

It came to light last week that a motor driven road roller has been at work on Riverside Drive, New York, for over a month. Commissioner of Parks Stover, who is a practical man and believes in using modern machinery in his department, decided to give the automobile road roller a trial when he received numerous complaints from Riverside Drive residents protesting against the use of steamrollers on the ground that their furnaces and smoke destroyed foliage.

According to the report made by Supt. John H. Beatty, under whose supervision the roller was worked, the new machine has an excellent record to its credit. It has been able to climb easily the steep hill from Broadway to the Drive on 122d Street, has never been out of order, and has been economical in time, cost and labor. Gasolene is the only fuel it requires, and it is not necessary for a man early each day to get up steam. With the steamrollers the men have been obliged to wait until steam was up and to stop work early to permit the fires to be drawn. The gasolene machine is cranked up like an ordinary automobile and is then ready for use.

It also may be used as a road plow, sharp conical points being set in its wheels in sockets prepared for them. The roller drives them five inches deep into the road and they break it up. A harrow is sent over the road to pulverize the surface, and the roller with the spikes removed rolls the new gravel.

Commissioner Stover said he was well pleased with its work in the rebuilding of Riverside Drive. Work begun on June 9 at Seventy-second Street has been completed as far as Grant's Tomb.

New Grabowsky Plant Nearly Finished

The new Grabowsky plant at Mt. Elliott Avenue and the inner belt line is nearing completion. The main building is 300 by 62 feet and is of reinforced concrete, the exterior being nearly all glass. On the first floor will be the machine shop, on the second the offices and a department for chassis assembly, and the third and fourth floors are given up to painting and trimming. A separate building, 200 by 40 feet, will be used for body con-

struction and as soon as the machinery is installed the company will go ahead with enlargements which will about double the size of the plant. The shipping facilities are excellent, as twenty freight cars can be loaded at a time.

Buffalo Concern Busy

The Atterbury Motor Car Company, of Buffalo, N. Y., turned out its third truck this week for the Red Raven Splits Company, and has signed up the entire New England territory. The company is in better shape than ever before.

More Busses for Buffalo

Two sight-seeing automobile busses have been delivered by the Victor Motor Truck Company, of Buffalo, N. Y., to the Buffalo Sight Seeing Company. These busses are mounted on a three-ton chassis and the bus bodies, which comfortably seat and protect forty-eight persons from the dust and weather, are painted in canary yellow and black trimmings, making a striking display on the streets of Buffalo as they make their hourly trips.

More Trucks to be Made in Indiana

Trucks and other commercial vehicles will be manufactured by the Great American Automobile Truck and Aeroplane Company, which is being organized in Indianapolis, Ind. It is the intention to incorporate the company with an authorized capitalization of \$1,000,000. Samuel Quinn, jr., has been selected as temporary president; John Feigen is vice-president and general superintendent, and A. J. Bigley, of St. Louis, is secretary and treasurer.

Say Mail Wagons are Too Speedy

Will H. Brown, vice-president of the Overland Automobile Company, has replied to criticisms that the mail-collecting automobiles furnished by his company violate the speed laws. The Overland Company leases machines to the government and furnishes the drivers. Mr. Brown states that the machines are in service so many hours a day, under the direct supervision of the postal authorities, and that if schedules are such that the speed laws are

broken the automobile company cannot be blamed. He also points out that it is some distinction for the cars to meet the exacting demands of the government in all kinds of weather, aggregating a mileage of 250 miles a day.

Reading Wants Patrol Wagon

The City Council, of Reading, Pa., is advertising for bids for an automobile police patrol. The car must not cost more than \$2,500. The purchase of the patrol will be followed by the purchase of a combination hose and chemical automobile for the fire department of that city.

New Electric Wagon for Detroit

The Electric Truck Company, of Detroit, has been organized to sell electric commercial wagons of from one-half to five tons carrying capacity. The company will have a salesroom and operate a garage. Officers are Alex. Dow, of the Edison Company, president; S. M. Sheridan, vice-president; S. C. Mulford, treasurer; J. W. Brennan, secretary and manager.

Ambulance and Patrol Truck for Racine

The city of Racine, Wis., will purchase a combination ambulance and patrol truck at once. Statistics compiled by the police department show that the truck would pay for itself in two years. A selection will be made about August 1.

Sultan Truck for Washington

G. Moore, of the Sultan factory at Springfield, Mass., arrived in Washington last week with the Sultan cars—a truck and a roadster—which were delivered to the Otis Elevator Company of this city.

Wanted—Police Patrol and Fire Wagon

Bids will be opened July 28 by the Board of Public Safety of Indianapolis, Ind., room 5, Court House, for the purchase of a gasoline patrol wagon and for a gasoline combination hose and chemical wagon for the fire department. There are no specifications, as former specifications were found to be so drawn that only one concern could bid.

Catalogues Delivered by Motor Wagon

In order to get its wares before the people of California a mail order house located in

San Francisco has been using for some time an Overland delivery wagon to distribute its catalogues. In speaking of the results, the advertising manager of the merchandising company said:

"The adequate distribution of catalogues is naturally one of the chief problems confronting a mail order house, since it is through catalogues that our merchandise is displayed to the public. Our attention was first attracted to the Overland delivery car through reports that reached us of its unusual success in the Indianapolis mail service. Upon investigation we decided to purchase a car with which to distribute catalogues. As soon as delivered we put the machine on the road, and it has been doing constant service ever since. It covers in the neighborhood of seventy miles per day, making house to house stops for the purpose of leaving our catalogues. The only expense so far incurred has been that for gasoline and oil.

"Another feature that makes the Overland delivery car desirable is its advertising value. Everywhere it goes it attracts wide notice because of its trimness, and this brings our business prominently to the attention of all that territory covered by the machine."

Wants Competing Trucks to Form Show

In connection with the reliability run of motor vehicles, which is scheduled to take place August 12 and 13, under the auspices of the Philadelphia *North American*, the municipal authorities of Atlantic City have asked that the contesting trucks be parked on the Million Dollar Pier during their stay in that city, and that they be allowed to form the nucleus of a commercial vehicle show. Those in charge of the run have given their consent to this plan, and it is now probable that in addition to the trucks which actually take part in the contest, many others will be exhibited.

Cadillac Float Won Sweepstakes

Taking an historical event as the basis of its display in the automobile parade during the Elks' reunion at Detroit on July 15, the Cadillac Company won the sweepstakes prize by presenting a float which represented Chevalier de Cadillac receiving from Louis XIV., of France, a commission to found a colony at Detroit. The work was excellent and the float received much favorable criticism.

INDUSTRIAL AND TRADE NEWS

RHODE ISLAND

Narragansett Pier

NARRAGANSETT PIER, R. I., July 19.—Arguments on the entry of a final decree in the Selden automobile patents case were heard to-day in the Mathewson House by Judge C. M. Hough, of the United States District Court for the Southern District of New York, and at the close of the hearing Judge Hough intimated that the injunction against the Ford Motor Car Company and other automobile concerns would be suspended pending the rehearing of the case before the United States Circuit Court of Appeals next fall, but that the companies would have to furnish bonds for surety that royalties accruing to the inventor should be paid in case the decision in the end was against the automobile firms.

The case has a world-wide interest, and every automobile manufacturer is watching it as the final decision will affect every maker of gasoline automobiles. Some companies are paying, and are willing to pay, the royalties on the Selden patents, and have licenses and permits to manufacture cars under those patents.

The Ford Company was one of those to rebel against the Selden patent royalties, and since then there has been some difficulty in collecting from concerns building under the Selden patents. In case the court decided that the injunction should be temporarily dismissed, the attorneys urged that the bonds of the Ford Company be placed at \$500,000 to cover the royalties, pending a rehearing.

On September 15, 1909, Judge Hough handed down a decision in which he upheld the validity of the Selden patents, and to-day the complainant, the Columbia Motor Car Company, through its counsel, argued for the granting of an injunction as prayed for in the original bill. Counsel for the respondent, on the other hand, argued against such a course, offering to furnish a substantial bond for the payment of damages and accrued royalties if the final adjudication of the suit upholds the owners and assignees of the Selden patents.

To-day's hearing was opened by Samuel R. Betts, a New York attorney appearing for the complainant. He spoke briefly of the cases against the Panhard Company, and said that

it was a foreign corporation that has sold machines in this country infringing on the Selden patents. He declared that, in view of the facts, he knew of no reason why the injunction against the respondents should be suspended.

Taking up the case of the Ford Company, he said that it should be given no preference, as it asked for, because when it was organized in 1903, at the time the suit was instituted, it was warned that it was infringing on the Selden patents. He urged that the injunction be granted, arguing that the defendants could appeal, and that the injunction would not compel them to shut up their factory during the appeal.

"When the Ford Company started," said Mr. Betts, "it was a small concern. It has advertised this suit and has held itself up as an opponent to a monopoly, thereby extending its business enormously. Its business has been built up in defiance of the patent rights, and the company should have been enjoined at the outset. The company has never had the right to build a single car.

"All this has been done in the face of warning that it was infringing upon the patent rights. Now they say that they should not be enjoined because they are such a large concern, with \$8,000,000 in assets, and able to pay any amount of damages to the complainant that may be set in the final settlement of the suit.

"They furthermore have built up their business by infringement, since the previous decision declared the Selden patents valid and fundamental, during the past year, and during that time they have fought this suit."

In reply to a question by Judge Hough, as to what harm could result in suspending the injunction, so long as the defendants can answer in money for all damages to the complaints, Mr. Betts said that was exactly the position maintained by the defendants, but that the complainant held that the damages were not entirely what the complainant had failed to get in royalties from that company, but that other manufacturers throughout the country have been reluctant to pay their royalties because of the hard fight pressed by the Ford Company.

"The entire automobile industry is watching

this case," continued Mr. Betts. "The game of the Ford people is to keep the ball rolling until the Selden patents expire November 5, 1912. That is their desire, to drag this case along and string it out."

Asking the court to suspend the injunction, because of the gravity of the situation the automobile industry of the world would find itself in if the injunction is not suspended, Edmund Wetmore replied to Mr. Betts, speaking in behalf of the Ford Motor Car Company.

"The question is one," he said, "which careful and painstaking judges might differ in deciding. The appeal can be quickly taken, and it might come up in October. The papers for such an appeal are all ready, and the respondents stand ready now to file them and take up the appeal. An injunction issued by the court for the Southern District of New York will in effect practically affect the entire country.

"Such an injunction would be ruinous to my client. I should ask the court to suspend the injunction, because of the gravity of the situation we would find ourselves in, together with its effect upon other manufacturers of gasoline automobiles."

In response to an intimation by Judge Hough that the Ford Company should be made responsible for damages, Mr. Wetmore admitted that it would not be right to suspend the injunction without having a substantial bond taken. He said that his client would place such a bond. Continuing, he said:

"I have not the slightest doubt that all the damages the complainants have suffered, if any, can be settled in money. To stop the Ford Company's factories would throw out of work 4,000 men and would also affect its agencies all over the world."

In referring to the Selden patents Mr. Wetmore said that at the outset his clients had been informed by the best legal authorities they could obtain that the Ford people were not infringing upon those patents.

"It has been the invariable practice, so far as I know," he said, "for a court to suspend an injunction when the respondents are amply able to settle any damages that may be awarded against them. This is so particularly where money damages alone are being considered."

The Panhard interests were represented by Frederick R. Coudert, who said that the Panhard had been made a party to the suit, because the company happened to be selling a

number of high-priced cars in this country when the suit was instituted. He declared that the automobile industry abroad was greatly interested in the final decision, and that his clients were ready and willing to give a bond to cover all expenses and damages in the case.

Frederick P. Fish, of Boston, associated with Mr. Betts, made the closing arguments for the complainants.

"Royalties paid to the owners of the Selden patents," he said, "were formerly as high as 2½ per cent. of the selling price of the cars. Since the Ford Company has become active in fighting these patents we have met with difficulty from other manufacturers and have had to reduce the royalties until now they are about 1 per cent. or less.

"The Ford Company does not deserve sympathy, because it not only has evaded paying royalties, but it has made a great deal of advertising out of their fight against the patents. Damages cannot be measured by the actual amount of royalties which have accrued from this company, and it would be proper to consider as an item of damages the damages the complainant has suffered in his business."

He asked the court to fix the bond at not less than \$500,000 in case such procedure was decided upon. He also asked that the defendants be ordered to file reports as to their future business. He estimated that the accrued royalties due from the Ford Company was between \$300,000 and \$400,000. He claimed the Panhard Company owed about \$100,000.

W. Benton Crisp summed up the matter for the respondents. He asked that a bond sufficiently large to show the good faith of his clients be set, and said that he did not think the bond should be made large enough to cover the damages, inasmuch as the company was well known to be able to pay them. He held that a \$500,000 bond would be almost as effective as the injunction, because of the great expense that would be attached to getting it. He said that a moderate bond was all that was needed to satisfy everyone.

In closing the hearing, Judge Hough said that he would be at Vineyard Haven for a number of weeks, and that the attorneys could send him such figures and data as they deemed necessary to emphasize points concerning the royalties. He intimated that the injunction would be suspended, and that he would take under advisement the amount of the bond.

NEW YORK

New York

Stockholders of the Garage Owners' Association of New York held their July meeting in the offices in New York City last week, and 32 garages were represented. In order to notify car owners that the garage is a bona fide member, it was unanimously agreed that all garages enrolled in the Association should display at their entrance an enameled metal sign setting forth that fact in neat lettering.

Upon the suggestion of Mr. Hoyt, of Hoyt & De Mallie, the various garages in the association have agreed to provide their patrons upon application with an identification card stating that the bearer is recommended by a member of the association. This will prove of great assistance in touring the States and will insure the holder thereof of courteous treatment and efficient service at all out-of-town garages.

Thirty-five garages outside of the Metropolitan district have signified their intention of joining the association and their applications have been referred to the Board of Directors. Two of these garages are in Buffalo, N. Y., and one at Southampton, Long Island. This shows the wide-spread scope of the movement to better the garage business in New York State and to put it upon a sound commercial basis.

Charles D. Chase, secretary of the association, reported that 54 garages are now stockholders and that these represent mostly all the regular garages in the city.

Many complaints were received by G. Edward Shaw, president of the association, of the large number of car owners storing at the various garages in the city, who make it a practice to purchase their oil and gasoline at small supply houses because they believe they are getting the same grade at a cheaper price. The folly of this practice was clearly shown, as it was found that short measure is given at these places. One garage owner, who was formerly in the stable business, stated that this was a strange custom. He said: "One of my old patrons even brought oats and bran into my stable for the purpose of feeding his horse."

Upon motion made by Austin P. Palmer, of the Knickerbocker Garage and the Palmer & Singer Manufacturing Company, and seconded by D. L. Dean, of the Uptown Garage,

a committee of three was appointed to formulate rules and regulations to be observed by the car owner, chauffeur and garage proprietor. This committee is composed of Mr. Hoyt, of Hoyt & De Mallie, Mr. Glenn, of the Thedford Auto Garage, and Theodore K. McCarthy, counsel for the association. These rules and regulations, after having been adopted, will be posted conspicuously in every garage and will do much towards lessening disputes and misunderstandings, which unintentionally arise and which have been the cause of much dissatisfaction in the past.

The buying committee, which is now composed of Mr. Segall, of the Aphorps Garage Company; H. Bicard, of the Belnord Garage; Mr. Cunard, of the West End Auto Palace; J. Tonnelle, of the Imperial Motor Vehicle Company, and Charles D. Chase, secretary of the association, has made great progress in the way of securing special rates on all garage supplies.

The association, although less than three months old, has done much towards improving the garage business in New York, the garages reporting less disputes and better payment of accounts. Most of the members have already saved the cost of their annual dues by the purchase of supplies through the association which has fulfilled a long felt want.

T. E. Adams has been elected president and treasurer of the Hol-Tan Company, 1741 Broadway, which handles the Lancia cars.

The Diamond Rubber Company keeps a complete record of every Diamond tire from the mill room to the dealer, and in a warning which it is now sending out, it asks that purchasers see that the serial number is perfectly legible and intact. In making adjustments the serial number plays an important part and the users of Diamond tires can see that the company's request is a reasonable one.

Jack L. Straub, secretary and treasurer of the J. S. Bretz Company, importers of the F. & S. bearings, U. & H. Master magnetos, and the Bowden wire mechanism, sailed for a five weeks' business trip to Europe on the American Line steamer St. Louis, Saturday, July 16. Mr. Straub's first stop will be in Paris, and then on to Berlin, and after visiting the Opel automobile plant at Russelsheim, he

will spend the remainder of his Continental time at the Fichtel & Sachs ball bearing plant at Schweinfurt, and at the magneto works of Unterberg & Helmle at Durlach, making his last stop at London, just previous to his return home.

In addition to the usual prizes for the 10-mile race for cars with a piston displacement of from 230 to 300 cubic inches on the Brighton Beach track today, July 23, there will be a Milo Cigarette trophy, donated by Subrug Brothers. This is a very handsome trophy and is valued at \$300. In the race, among other cars, will be M. P. Batts' S. P. O., driven by the owner; Spencer E. Wishart's S. P. O., also driven by the owner, and Harry S. Lake's S. P. O., driven by J. Juhasz.

E. H. Brandt has resigned as president and general manager of the Rambler Automobile Company of New York.

Officers and representatives of the United States Motor Company and of its affiliated companies held their annual convention at Cedar Point, Ohio, July 11, 12 and 13.

Enthusiasm and enterprise were the keynotes of the gathering and it was a source of keen satisfaction to all to note the vigor with which the various departmental functions were handled.

fested great interest in the methods and deliberations of the Maxwell and Columbia forces.

During the convention the many phases of activity in large selling organizations were discussed and after due consideration the policies and aims of the United States Motor Company were given emphatic expression. One of the matters which received unusual attention was the huge sales system and the supervisory organization by which the United States Motor Company will cover the entire country. This plan consists of selling districts, each embracing a large territory and each having a district supervisor. Such is the general system for handling the aggregate output of the company, which will be 53,000 cars, ranging in price from \$485 to \$8,000.

The meetings—some of which were night sessions—were presided over by Horace De Lisser, vice-president of the United States Motor Company, in charge of sales. Among those present were Benjamin Briscoe, president of the United States Motor Company; J. D. Maxwell, president of the Maxwell-Briscoe Motor Company; F. D. Dorman, vice-president of the Maxwell-Briscoe Motor Company; H. W. Nichols, vice-president of the Columbia Motor Car Company; F. E. Dayton, sales manager of the Columbia Motor Car Company; Frank Briscoe, president of the Brush Runabout Company; Morris Grabow-



A GROUP OF U. S. MOTOR CO.'S WORKERS

The meeting afforded the first opportunity to bring together the combined sales forces of the Maxwell-Briscoe Motor Company and the Columbia Motor Car Company, although there were representatives from the other United States Motor Company plants and they mani-

sky, general manager Aldeen-Sampson Manufacturing Company; F. Harris, sales manager Brush Runabout Company; J. I. Jameson, sales manager Stoddard-Dayton Company; Charles E. Stone, commercial vehicle expert, Alden-Sampson Manufacturing Company.

There were also the district managers, the branch house managers, and a number of dealers, as well as the advertising men of the United States Motor Company, Maxwell, Stoddard-Dayton, Brush and Columbia.

C. W. Wurster, of Wyckoff, Church and Partridge, left New York on July 14 for a two weeks' sojourn at C. F. Wyckoff's Island in the St. Lawrence.

W. E. Ranney, Jr., formerly of the Colman Tire Company, has taken a position with W. P. Mallon, who handles the Paterson car in New York.

Syracuse

Manager A. B. Henley, of the Boston branch of the Franklin, has been at Syracuse for a week attending the annual conference of Franklin officials.

Buffalo

R. E. Glass, who early this year was a director of the Michelin Tire Company, Milltown, N. J., has just been elected treasurer, succeeding E. Fontaine, who resigned recently.

All hands are working full time at the factory of the Babcock Electric Vehicle Company, and President F. A. Babcock reports a steadily increasing demand for the Babcock Electric in the west. C. F. F. Akim, formerly assistant engineer of the Elwell-Parker Company, of Cleveland, O., has taken the position of chief engineer with the Babcock Company.

F. A. Babcock, jr., is making a tour of Central New York, visiting the various electric light and power companies, with a view of ascertaining what facilities they have for charging electric vehicles, and is trying to induce those companies which have no such facilities to install them. He is averaging a daily mileage of between eighty and ninety miles a day, and reports that he is meeting with a great deal of encouragement from the local companies, and that it will not be long before the electric vehicle owner can travel over the entire State of New York and find ample charging facilities in every town that boasts of an electric lighting plant.

The Babcock Company has just issued a neat little book entitled "Electric Dont's."

which is copiously illustrated with original and amusing drawings. The book is from the press of Frank L. Perley, who for many years conducted the presswork of the Barnum & Bailey Shows, but who is now general manager of sales of the Babcock Company.

Buffalo now boasts of 2,117 members of its automobile club, and the trade conditions in the city are remarkably good. Fifty different makes of cars are represented by some forty agents, and every tire manufactured has a representative in the city.

The Diamond Rubber Company has been advertising this week in the local papers, offering big wages to men who will report at once to the factory in Akron, O. One advertisement, in which 200 men are called for, says that applicants should be 5 feet 10 inches tall, weigh more than 160 pounds and be used to heavy work. The average pay offered these men is 35 to 50 cents an hour. Another ad, asking for 50 men, wants them from 20 to 25 years old, 5 feet 7 inches tall, weight 140 pounds or over; healthy work is promised. The wages paid to these will be from 26 to 27½ cents an hour.

The Acheson Oildag Company, of Niagara Falls, has purchased a factory site of 30 acres at Port Huron, Mich., and will erect there a plant for the manufacture of oildag, which is designed to serve as a lubricant and conservor of lubricants.

The International Acheson Graphite Company, of Niagara Falls, is arranging to build 12 new furnaces at its works on the lands of the Niagara Falls Power Company, of Niagara Falls. This will enable it to more than double its present output of lubricating graphite.

The standard equipment of its cars by the Pierce-Arrow Company has always been regarded as remarkably complete, but for the new models it will be even more comprehensive than before. Cape tops and glass fronts are provided on all models, and a partial list of the other stock equipment includes a power-driven pump for tires, shock absorbers, two Pierce-Arrow designed head lamps, electric or oil side and rear lamps, an electric lamp for illuminating the number, Prest-O-Lite tank

carried in a special compartment, a gasoline priming pump and fuel gauge on the dash and a luggage rack in rear.

The progression from the act of delivering 1910 cars to the turning out of next year's models was accomplished by the Pierce-Arrow Motor Car Company with scarcely an interval between. Shipments of the 1910 cars ended in June, and in July 1911 deliveries began.

Following its policy of last year the Pierce-Arrow Company will manufacture six-cylinder cars only. Sixty-six horse-power cars have been given precedence in the order of manufacture of the various models, and a number of these are already in the hands of owners. The 48 and 36 hp. models will follow the larger cars in their course through the factory.

By placing itself in a position to make exceptionally early deliveries of its 66 hp. cars the Pierce-Arrow Company is able to put its new models in the hands of owners at an ideal time—near the beginning of the touring season. As many of the purchasers of these cars keep them in commission both summer and winter they will, in this way, be enabled to use their cars for touring in America or abroad during the warm months and convert them into enclosed cars for the winter by ordering a second body when the car is bought.

Last year six body styles were available for the 66 hp. chassis. For the new model two more bodies have been designed, a total of eight. The complete list of bodies, with their seating capacities is: Runabout, seating five; close-coupled, seating five; touring car, seating seven; suburban, seating seven; landau, seating seven; touring landau, seating seven. Among these the touring landau and the protected touring car are new Pierce-Arrow models, while the close-coupled car is a comparative newcomer. The latter car is one in which a limited seating capacity has been combined with the maximum of ease for passengers. The tonneau seat is placed well forward of the rear axle, this being made possible by the use of the full-sized touring car chassis, with its 140-inch wheel-base, large tires, 37 by 5 in front and 38 by 5½ in the rear, and three-quarter elliptic springs in the rear. These, in conjunction with the general position and balance of the body, tend to make the car particularly comfortable over the roughest of roads.

The first of the touring landaus was exhibited at the Madison Square Garden show last January, and the interest shown in it at that time and since caused the company to add it to its list of stock models for the new season. The touring landau is, in purpose, a car that may be used for extended touring, both as an open and as an enclosed car. It is fitted with space for six trunks, two on the roof, three on a special boot back of the body and one in the box between the rear springs. Both running boards are built up into the form of long boxes for the carrying of tools and supplies. The customary chauffeur's deck has been done away with in this car, and in its place is a folding top of the Victoria order. The interior of the car is fitted with a folding wash basin and towel locker and other toilet conveniences of a kind that are found requisite for long runs in districts where hotels are few and far between. A receptacle for a luncheon kit is provided under the rear seat. Owing to the height of the running boards a folding step has been provided, this dropping down when the door at the side of the car is opened. Any obstruction of the view from the body of the car would prove a decided detriment when it was in commission for touring, and this problem has been solved by the substitution of the folding top for the chauffeur's deck. In fact, all that restricts a clear view in any direction are the uprights between the driver's seat and the rear seat.

In the protected touring car a medium has been struck between the extreme of the gunboat body as exemplified by some European manufacturers and the average open touring body. It is a five-passenger vehicle, not quite flush sided, and with high front doors. The wheel-base is 133½ inches, seven inches shorter than the close-coupled car, although the seating capacity is the same. Its tire equipment is 37 by 5 inches all around, another point in which there is a difference. The curved dash of the protected touring car has been extended back several inches, and from the point where this drops a straight line extends to the beginning of the upward curve of the tonneau back. High doors, flush with the body line, have been provided for the front seats. Although the protected touring car possesses a strong individuality of its own its lines make it easily recognizable as a Pierce-Arrow product.

HOUPPT ROCKWELL

60 H. P. ————— 4 CYLINDER ————— \$5000.00

June 7th

Won—\$4,000 and over Class, **Shingle Hill**
(New Haven) **Hill Climb.** Defeated
Simplex and other high-powered cars.

June 25th

Won—\$4,000 and over Class, **Port Jefferson, Long Island Hill Climb,** defeating Knox Giantess, Stearns and other cars of high power.

July 4th

Won—\$4,000 and over Class, Mile Straight-away, **Wildwood, N. J.** Also made second fastest time of the day, 48 2-5 seconds for the mile, and finished second in the Free-for-All, defeating Knox Giantess, Simplex, and several other high-powered cars.

Harry S. Houpt Mfg. Company

2010 Broadway, New York

Loose Sheets of This and Previous Sections May be Obtained by Remitting 10c. for Each

CHICAGO, ILL., TO INDIANAPOLIS, IND.

AUTOMOBILE TOPICS' tour from Chicago to Indianapolis is brought up to date herewith. The route passes through Hammond, Crown Point, Lafayette and Frankfort. The details follow:

From the intersection of Michigan Avenue and Jackson Street start south on Michigan Avenue to 33d Street, where turn left. At South Park Avenue turn right to end of same, at 35th Street. Along Grand Boulevard to Washington Park. Left at statue and straight ahead on main road to triple fork. Turn left to the end of the road. Turn left and direct to Jackson Park. Curve right at low brick building and at police box bear left, taking next right to fork. Bear left; next right. Into Jeffrey Avenue at 67th Street. Follow Jeffrey Avenue to double trolley lines, with viaduct direct ahead. Left on 83d Street—away from car tracks—straight ahead for one mile to right-hand road before R. R. crossing. Right into Baltimore Avenue and also at the next right. Into Exchange Avenue. At next street turn left on 92d Street, across Commercial Avenue, center of

South Chicago (13.4 miles).

Over R. R., drawbridge and again R. R., and then take right fork on Avenue "L." After crossing third R. R. turn left on 100th Street and turn right with trolley at next corner. At fork of trolleys turn left on Indianapolis Avenue. Straight ahead, and after passing club house turn right on thoroughfare that becomes Sheffield Avenue. Follow same, turning left on Gostlin Street. Right on Hohman Street. Direct on Hohman Street to Fayette Street of

Hammond (22.1 miles).

Left on Fayette Street to end of same, where turn right and direct ahead, crossing trolley and two railroads to left-hand road. Turn left and then right through 4-corners to the end of road. Jog right and immediately left, and following winding road to its end, where turn right and then left over R. R. Straight through Dyer and curve right to end of macadam. Left on macadam and through St. John. About two miles beyond town turn right on main-traveled road to end of same. Turn left and then right at road house on corner. Short distance beyond again turn right. At the end of the road turn left and direct to

Crown Point (44.8 miles).

Right and immediately left along south side of court house and then right on Indiana Avenue. At end of road turn left to 4-corners, where turn right. Through Shelby, and at end of road turn left to

Thayer (62.8 miles).

From center of town turn left, and about two miles beyond turn left, and two miles further on turn right. At 4-corners turn to right and then jog right one mile. Turn left and at 4-corners turn right. Cross R. R. at Virgie, and at prominent left-hand road turn left to 4-corners. Turn right and at end of road jog left and then right. At first right-hand road turn right on main street of

Rensselaer (90.4 miles).

Continue west and bear left on main-traveled road to 4-corners, where turn left. Direct to next 4-corners, where turn right to

Wolcott (108.6 miles).

Straight ahead for nine miles, where turn left and right at first road. Direct ahead for 11 miles, crossing tracks to Montmorenci. Left at the end of the road and right at 4-corners. Left at fork. At fork, right with trolleys, to center of

Lafayette (137.1 miles).

Right to Columbia Street, where turn left, and then right on Main Street. Left with trolleys before R. R., and follow trolleys through Dayton to fork, where keep left to point of 5-roads, center of Mulberry. Right; keep left of iron pump. After second R. R. take first right road and through Jefferson. Left, fork. Main thoroughfare and on Clinton Street to end of court house at

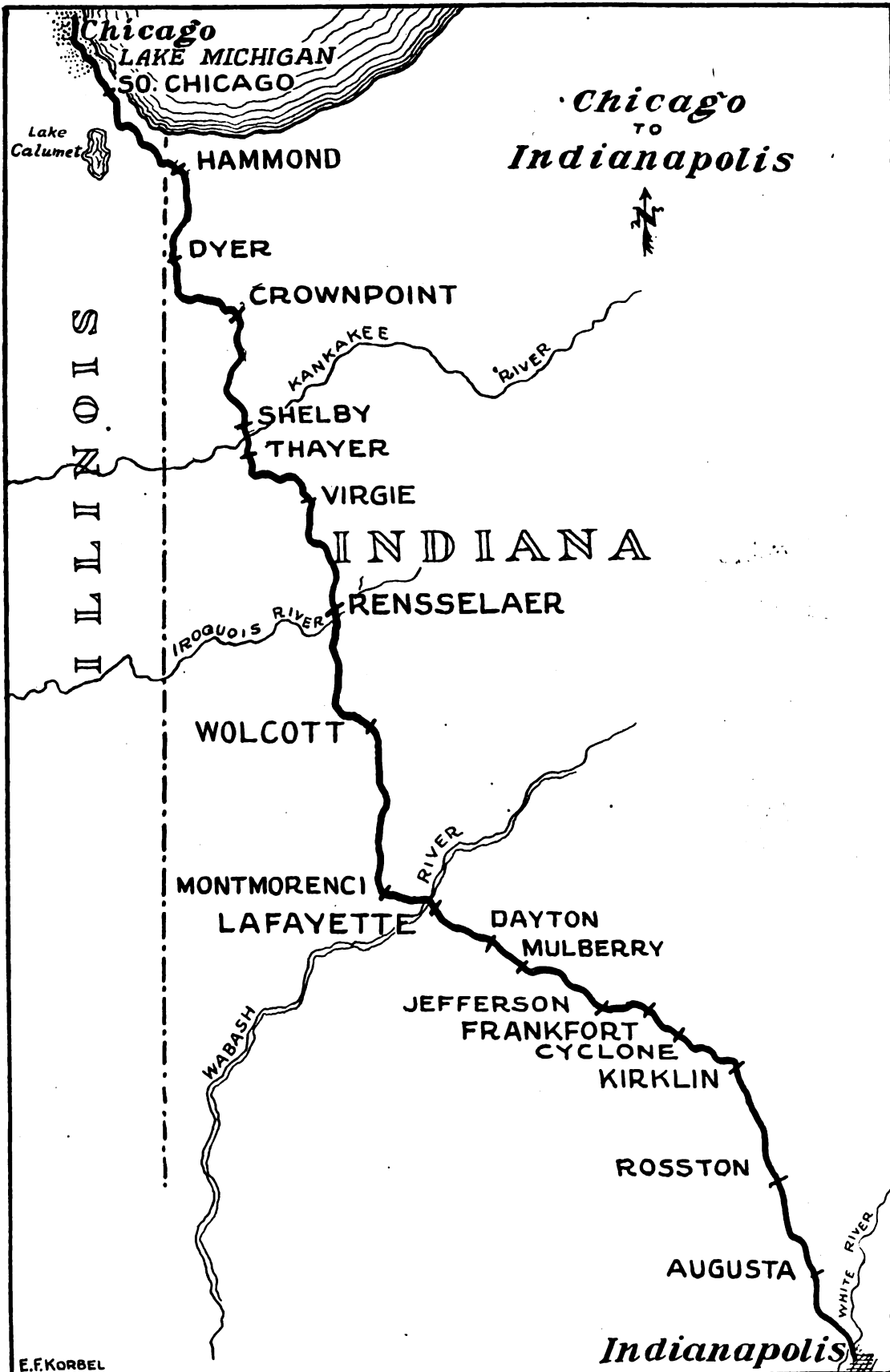
Frankfort (161.3 miles).

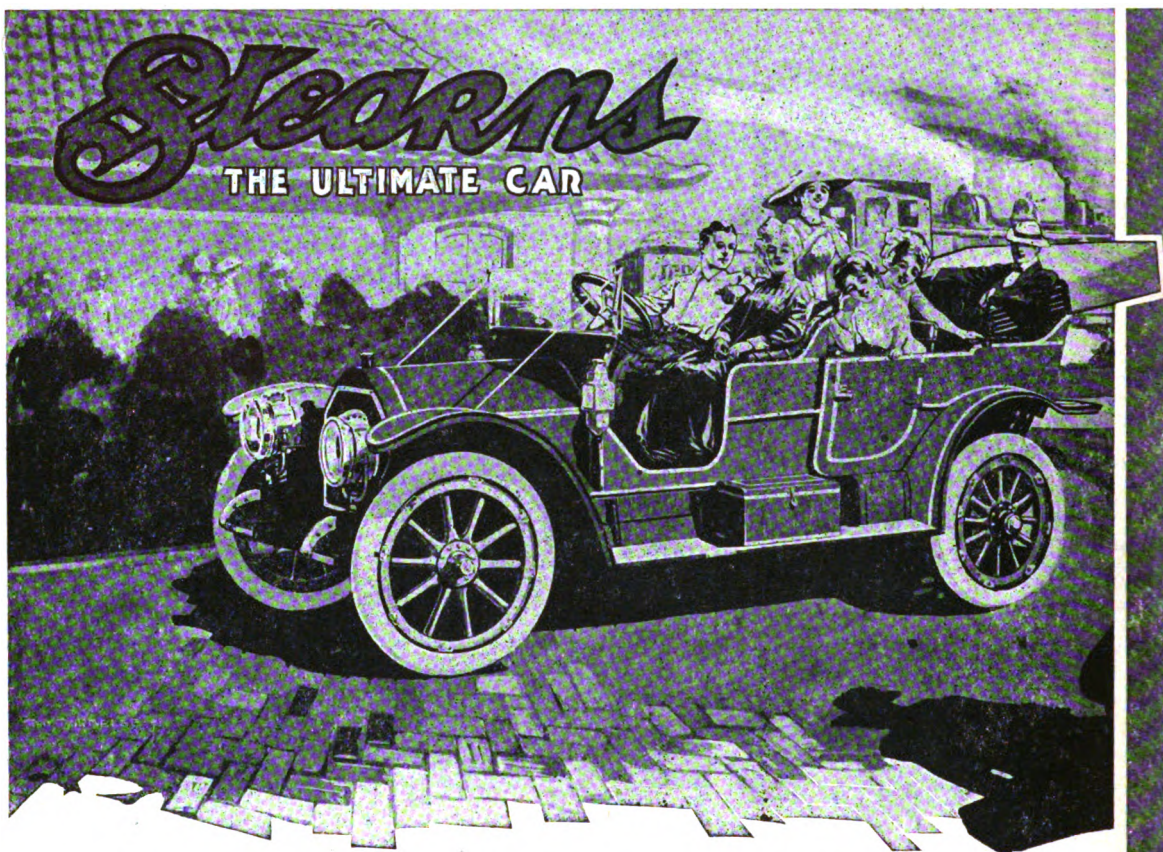
Right on South Jackson Street and then left on Alhambra Avenue. At end of road turn right, and, following winding road, to left-hand road. Turn left. Right at fork. At 4-corners, at Cyclone, turn right. Left at 4-corners. Follow telegraph poles to end of road, where turn right and take first left to 4-corners, center of

Kirklin (173.2 miles).

Right on Michigan Road and straight ahead, crossing R. R. at Rosston. Through Augusta to left-hand road opposite club, where turn right on North Capitol Avenue. Left at 16th Street and then right on North Capitol Avenue again to the Indiana State Capital. Left on W. Market Street to the "Circle" of

Indianapolis (204.7 miles).





Sturdiness and Power are Distinct Stearns Characteristics

The Stearns is a wonderfully sturdy, durable car, built to give perfect service for years. This sturdiness, combined with the great reserve power of the Stearns motor, has won for the car its reputation as a practical, durable machine, placing it far in advance of the average high grade car.

It was this sturdiness and reserve power that enabled Mr. Geo. C. Rew of Chicago to drive from that city to San Francisco in a trifle over eighteen days, without traveling at night. It was sturdiness and reserve power that carried Mr. and Mrs. W. H. Hanson and family from Saratoga Springs, N. Y., to San Fran-

cisco through the swamp lands of Louisiana—a region which no other automobile had ever penetrated and come out under its own power. It was sturdiness and reserve power that enabled a Stearns to climb Pike's Peak with seven passengers—a feat never accomplished before or since.

It is sturdiness and reserve power, combined with the luxurious appointments of the car, that place the Stearns owner in an unique position. He is always master of the road—his car is always admired, always respected and always given the undisputed right-of-way.

30-60 h. p. touring car - \$4,600.00 - - - 15-30 h. p. touring car - \$3,200.00

(Vestibule or open touring body optional)

30-60 H. P.
Model
Shaft or
Chain Drive

The F. B. Stearns Company

(Licensed under Selden Patent)

CLEVELAND, OHIO

15-30 H. P.
Model
Shaft Drive

THE WHITE LINE RADIATOR BELONGS TO THE STEARNS

Please Mention AUTOMOBILE TOPICS When Writing.

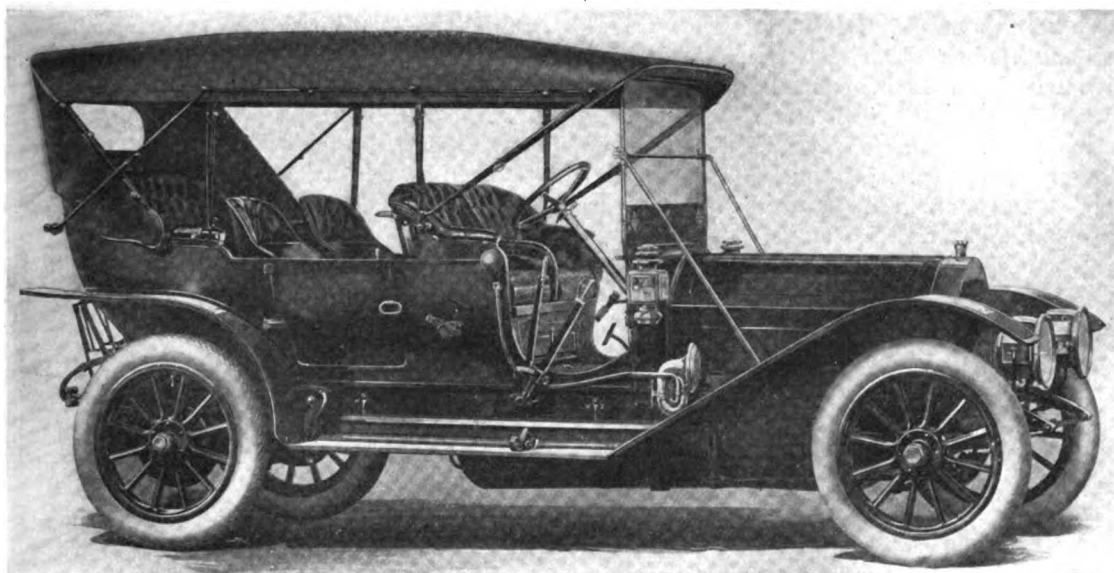
The new cars, the close-coupled, the touring landau and the protected touring car, follow established lines of Pierce-Arrow practice in that the bodies are constructed almost entirely of cast aluminum.

Improvements in the new models are not confined, however, to the bodies. Following the line of power from the motor to the rear wheels, refinements and changes have been made that will increase the efficiency of the car and bring absolute noiselessness much nearer

gear may be engaged, no matter how slowly the car may be running.

At the rear of the frame the angle steel reinforcements for the gusset plates have been extended back to form a more substantial support for the rear tool box and luggage carrier. At the other end of the chassis the front springs have had a leaf added, this having the effect of making the chassis almost level.

Ease of control has been added to by the equipment of the new model with a foot ac-



1911 6 CYL. 66 HP. PIERCE-ARROW TOURING CAR

realization than in any former models. The greatest change in the motor is in the use of intermediate pinions with the cam-shaft gears. By this means the diameter of the large gears and the periphery speed have been reduced, the result being an almost total elimination of noise. The secondary ignition wires have been placed in a metal case. This not only improves the appearance of the motor, but does away with the induced current generated when a fiber or rubber insulating tube is used.

Better lubrication of the universal joint between the motor and the transmission is provided by a casing, while pins in all the universal joints will be fixed by collars instead of by taper pins, as the practice has been. A marked improvement in the transmission is made in the use of an internal gear and toothed coupling on the direct drive instead of a claw coupling. The greatest advantage of the new style coupling is the ease with which the high

celerator as an auxiliary for the hand throttle. Each is independent in its action, although the foot accelerator cannot close the throttle to a point less than the opening made by the hand control members, notably the throttle lever. Several little refinements in strengthening of the gear-shift lever and arm and the use of a wooden steering wheel, in which a metal ring is embedded.

In the matter of convenience for the operator several improvements have been added. While these are principally in the accessory class they are counted as integral parts of the chassis and motor. On the left-hand side of the motor is mounted a power tire pump, more powerful than those used heretofore, and manufactured by the Pierce-Arrow Company from its own design. On the dash is a hand-priming pump for the distribution of gasoline into the inlet manifold. This attachment has been found to be a most useful aid in starting the

motor in cold weather or when a low-grade of gasoline is used.

A marked trend of latter-day methods is seen in the cleanness of the running boards. Not a very long step backward need be taken to the time when these were used as a carry-all for almost every conceivable accessory and supply, so much so that it requires the old-fashioned housewifely expression, "cluttered up," to describe their state. On the new 66 hp. car all that need be put on the right-hand running board are the spare tires, for which irons have been provided. On the left-hand side is the battery box. This has been enlarged to give a compartment for small supplies and is fitted with a hinged cover and a Yale lock. It is made of cast aluminum, and, instead of proving unsightly, has added to the appearance of the car without in any way acting as an incumbrance on the running board.

In past years it has been the rule to equip Pierce-Arrow cars in a very complete manner. This year the equipment is even more extensive and is such that when the car is delivered from the factory it is ready for a tour of any length without the addition of any accessories. This equipment includes a cape top and glass front, power air pump, trunk rack, two gas head lamps, two oil and electric side lamps, one oil and electric tail lamp, an electric lamp of special design for illuminating the number plate, shock absorbers, Prest-O-Lite tank in the rear supply compartment, horn and full set of tools, gasoline gauge on the dash, odometer, coat and blanket rail, tire carriers, folding foot rest, gasoline primer, sprag and a Yale lock with universal key for the hood, dash cabinets, tool compartment, battery box and gas and supply boxes.

The bodies are as follows: Runabout, seating three; miniature tonneau, seating four; protected touring and close-coupled, seating five each; touring, suburban, landau and touring landau, seating seven each. The first three take 37 by 5-inch tires, have a wheel base of 133½ inches, and are listed at \$5,850 for the runabout and the miniature tonneau and \$6,000 for the protected touring body. The others take 38 by 5½-inch tires, have a wheel base of 140 inches, and are listed at \$6,000 for the close-coupled and the touring, \$7,100 for the suburban, \$7,200 for the landau and \$8,250 for the touring landau.

The motor is a six-cylinder one with a 5¼-

inch bore and a 5½-inch stroke. The cylinders are cast in pairs, with the valves on opposite sides. It is supported on two drop-forged cross members, attached direct to the main frame.

The lubrication is mechanical, with a direct feed to all main motor bearings. The motor is water cooled. The Bosch magneto and a storage battery with six coils and master vibrator are used for the double ignition.

The carburetor is the Pierce-Arrow design and the clutch is a cone, faced with cork inserts. The transmission is selective and has four speeds, three forward and one reverse.

The rear axle is of the semi-floating type, with the wheels keyed direct to shafts. The front axle is a drop-forged I beam. The brakes, both internal and external, are on the rear wheel drums. The frame is of channel and chrome nickel steel, heat treated.

The front springs are semi-elliptic and the rear are three-quarter elliptic, both fitted with shock absorbers. The colors and the upholstery are optional.

Elmira

L. D. Woodward and "Pop" North, lately connected with the Southern Tier Motor Car Company, Overland agents of this city, have opened a branch for the sale of Regal cars in Chemung County, and a commodious sales-room has been secured in State Street. Mr. North was for many years a partner of John M. Willys, president of the Overland Automobile Company, when he was engaged in the bicycle business here in Elmira.

George Woolcotte, of Corning, N. Y., for some time has represented the Pierce-Arrow car in Chemung County, will remove to Elmira this month and open a retail store for the sale of the Buffalo car.

Niagara Falls

At the plant of the Leather Goods Company, where the Woodward tire treads are manufactured, some new automatic riveting machinery is being installed. This will enable President Woodward to double his present output, as each machine is capable of turning out fifty treads a day. The machines are from the factory of the Tubular Rivet Company, of Boston. President Woodward is ex-

perimenting upon a new automobile tire, which he hopes will solve some of the puncture woes of the motorist.

MICHIGAN

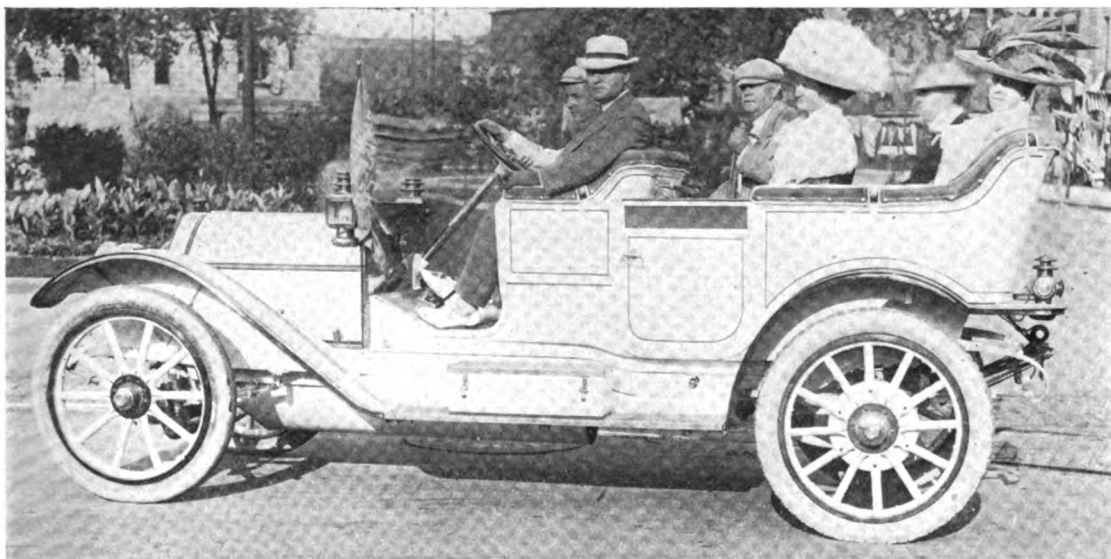
Detroit

Over four hundred entries were received for the Hudson experience run, which was held in many States on Friday and Saturday. A condition of the run was that it must be 100 miles and that no tools be used except tire repaired outfit, pump and pack. The prize list aggregates \$500, and the replies from Maine to California are awaited with interest. F. D. Underwood, president of the Erie Railroad,

follow in time for the 1911 trade. The general scheme of the truck will not be made known for some time, as it was not intended to announce it until September.

Last week Mr. Flanders gave all of the men in the E-M-F. plants three days' vacation with salary so they could see the parades. On Friday five hundred of the department heads and foremen had a picnic at Lake Orion

That the automobile is the dominating power in everything in Detroit never was more plainly shown than during the Elks' convention. It was everywhere. There were the purple and white cars for officials, hundreds of automo-



J. M. SAMMIS IN HIS CHALMERS "40"

sent in the entry of his sixteen-year-old daughter, who made the run in a 1909 Hudson run-about over some bad Wisconsin roads.

There was a wild rumor the other day that Walter E. Flander is to resign from the presidency and general management of the E-M-F. Company and associate himself with E. LeRoy Pelletier in a new company at Pontiac. Mr. Flanders has a three years contract with the E-M-F., and says it is the most absurd piece of gossip he has heard.

Just now the E-M-F. Company is preparing to invade the commercial truck field, and that is one of the reasons why so much additional property has been secured. Two big buildings are to be erected and another one will

biles from out of the city and the downtown section was one continual parade from morning until late at night. The big tented garages of the General and the United States Motor Companies were well patronized by the visitors and there were thousands of callers at the various factories.

On Friday the big automobile parade was witnessed by an enormous crowd. There were between 1,400 and 1,500 cars in line and the parade was eleven miles in length. Keen rivalry exists among the companies as which has the largest turnout, but the Cadillac, Buick, Oakland and Hudson were the leaders. The sweepstake prize, a silver cup thirty inches high, was given to the Cadillac for a wonderful float. It typified the scene when Louis



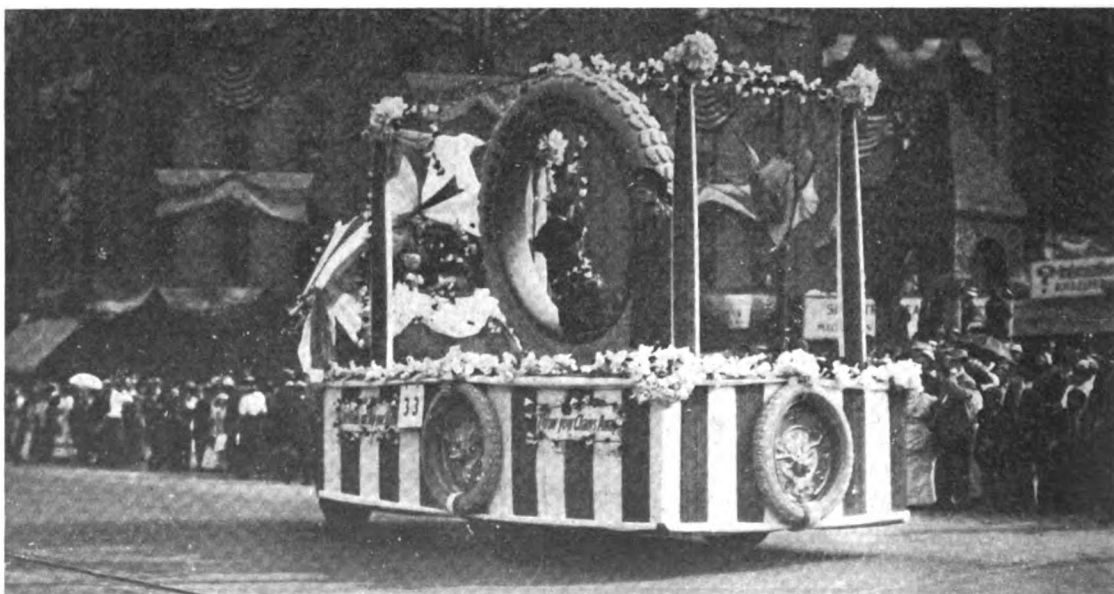
THE SIBLEY "20" PRIZE WINNER

XIV. of France handed to Chevalier Cadillac the commission to found a colony at Detroit. This was worked out in the costumes of the gay French court and the float was the finest thing ever seen here.

The Welch-Detroit Company had a float which was an Indian's head in the front and

the back was living figures of Indians and red coats, taken from the battle of Bloody Run, which took place a few hundred yards from the Welch-Detroit plant.

Mrs. R. D. Aldrich, in a Chalmers "30," was awarded the prize for the best decorated car driven by a lady. The scheme was white re-



THE M. & W. TIRE FLOATS

lieved by purple and Mrs. Aldrich and her three fair companions were in harmony with the setting.

The award for the best decorated gasoline car went to Mrs. Truman A. Bolinger, wife of the superintendent of the Warren Motor Car Company; second to W. B. Wreford with the Columbia; third to the Sibley "20."

The Michelin twins were a hit and the Morgan & Wright exhibit was fine. Mayor Breitmeyer and some of the prominent Elks rode in a Welch-Pontiac coach owned by Sol Berman, of this city.

During the week the famous Buick racing team held forth at the General Motors garage on the Detroit Athletic Club field. Dr. Wadsworth Warren, manager of the team, thought it would be a good idea to show the people all

in fast time, considering that the turns are not banked very high. The events resulted as follows:

One mile match race, L. Chevrolet and Burman in Buick models 10—Chevrolet first; time, 1:18 4-5.

One mile match race (231-300 class) Marquette-Buick 16—A. A. Chevrolet and Howard Hall—Chevrolet first; time, 1:17.

Five mile match race (301-450) Marquette-Buick 16-B, L. Chevrolet and Burman—Burman first; time, 5:39.

One mile exhibition—Burman in Buick Special "60;" time, :59 4-5.

One mile exhibition—L. Chevrolet in Marquette-Buick 16-B; time, 1:05 4-5.

Three mile handicap—L. Chevrolet in Buick model 10, A. Chevrolet in Marquette-Buick 16-B, Burman in Buick Special "60;" quarter mile handicap—L. Chevrolet first; time, 3:36.

Five mile match race—Harry Winterhoff and Howard Hall in Buick models 10—Winterhoff



THE CADILLAC FLOAT

he could, so he rented the Grosse Pointe race track and gave a series of races Saturday, no admission being charged. Louis and Arthur Chevrolet, Bob Burman and Howard Hall had been in the parade with their racing cars and showed that they could drive eight miles an hour, so the next step was to go to the other extreme. About 2,000 people assembled at the track and saw a very good afternoon of sport

first; time, 6:26 4-5.

Five mile free-for-all, two-cylinder motorcycles—Otto Frykman, Charles Schafer, W. D. Gilmore, Rosen—Frykman first; time, 6:45.

Five mile free-for-all, single cylinder motorcycles—E. Finley, A. Schneider, A. W. Rice, Anderson, Charles Johnston, Otto Frykman—Finley first; time, 7:25.

One mile exhibition—Burman in Buick Special "60"—Time, :36 4-5.

Two mile match race—L. Larssonneur in Mar-

quette-Buick 16-A and Bob Evans in Marquette-Buick 16-B—Evans first; time, 2:25 4-5.

Five mile open race—Marquette-Buick 16-B, Burman, L. Chevrolet, A. Chevrolet and Hall—L. Chevrolet first; time, 5:22 2-5.

Guy F. Rankin, agent for the Regal cars at Fort Dodge, Ia., was a caller at the Regal plant recently. While conditions are good he said that the bankers' convention in Chicago had made the road a hard one for agents. The bankers resolved that they are loaning the farmers too much money to invest in automobiles, so some of the prospective deals have been postponed until the ready money is forthcoming from the crops. Mr. Rankin was one of the census enumerators for fourteen counties in Iowa and he says the farm population is not as great as it was ten years ago, owing to the boys growing into men and moving to the cities. However, the farms are starting to gain through the automobile, which is causing people to want to get back to nature now that they have a certain way of going to town whenever they want.

The Welch Company, of Detroit, now is putting out its 1911 models, the big factory that was used by the Olds in the day of its famous single cylinder car being used. The Welch-Detroit cars show a substantial reduction in price, in that the cars will leave the factory fully equipped at the same figure as the bare car this year. There is little change in the body design and the principal mechanical difference is in the direction of a more noiseless motor.

The new plant of the Van Dyke Motor Car Company covers three and a half acres of ground on Campbell Avenue, adjoining several railroads and convenient to street cars. The company now can make twenty-five cars a day and when the new buildings are done the capacity will be forty a day. The company is building one size of chassis with three different bodies—covered, open and stake wagon of 1,000-pound capacity. The car can run 16 miles an hour and climb any ordinary hill. Salesrooms are being located in many cities.

The Small Motor Car Company is to be incorporated with a capital of \$200,000 to build an underslung runabout, 25 hp., with a specially featured bearing and cooling system. The

factories will be located in Detroit and Winnipeg, according to John S. Small, who is behind the project.

A. B. Hanson has joined the Chalmers staff as special representative in Ohio, Indiana, Illinois, Kentucky, Missouri, Wisconsin, Minnesota and Michigan. Mr. Hanson is a pioneer in the business, having been with the Pope-Toledo concern when that was organized, and for the last two years he has been in the retail business in Toledo.

Makers of raw materials are finding it to their advantage to establish Detroit branches, one of the latest being the Ohio Seamless Tube Co., of Shelby, O. Lloyd Brown is the local manager at 913 Ford building.

F. J. Gear, of Austin, Tex., stopped off at Detroit for a visit after having driven his Cadillac "30" 2,287 miles without the slightest bit of trouble.

Following its precedent of establishing factory branches in the various distributing centers, the Regal Motor Car Company has recently opened several more, equipping each with a complete set of Regal parts, competent mechanics to make repairs and a new stock of cars. The company now has branches in operation in this city, Buffalo, Boston, New York, Philadelphia, Kansas City, Wichita, Oklahoma City, Chicago, Denver, Minneapolis, Indianapolis, San Francisco, Toledo, Lincoln and Toronto.

Pontiac made a great showing in the longest automobile parade ever held in Detroit on Friday, July 15. The Oakland factory entered 50 of its little red 30 hp. runabouts and they extended for blocks. The Welch and Oakland were well represented, although with not as many cars as was the Oakland. The Rapid had a fine display of trucks of various kinds and trotted out the Rapid Glidden car, the hero of four Glidden runs and the climber of Pike's Peak.

The General Motors band furnished music for two days during the Elk convention in Detroit last week. They played for the Pontiac delegation to march in the big parade on Thursday and rode ahead of the General Motors cars in the automobile parade of Fri-

day. The band is making great progress under Director Royal.

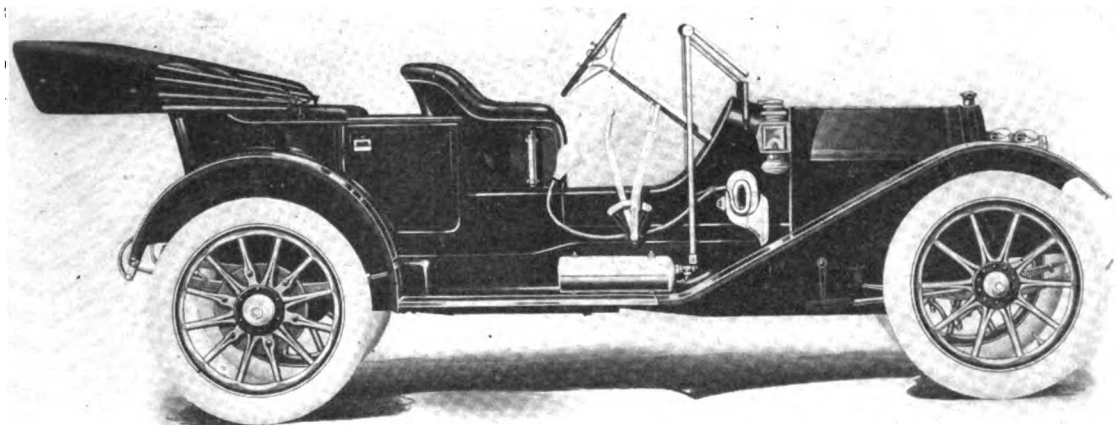
The automobile industry is giving Saginow a new lease of life. The big plant of the Marquette Motor Company is about completed and will employ 500 men by January 1.

The Argo Electric Vehicle Company, capitalized at \$200,000, will manufacture electric runabouts, coupes, etc., and begin at once the remodeling of a plant that was built for a match company. The concern will employ 200 men and among the stockholders are Benton Hanchett, Theodore Huss, Fred Buck and Otto Schopp, of Saginaw.

A striking new model of the torpedo type is the novelty of the Chalmers line for 1911.

The Chalmers bodies for 1911 have been made more roomy and luxurious through the lengthening of the frame $2\frac{1}{2}$ inches in the "30" and three inches in the "Forty." This is accomplished without any charge of wheel base.

The increased roominess of the coupe is rather than a two-passenger car. The third seat faces the rear at the left of the steering wheel. A few slight changes in line in both the "30" and "Forty" have resulted in that racy straight-line effect so much sought by all manufacturers. Through improved manufacturing facilities the workmanship on the 1911 Chalmers cars is of an even higher quality than heretofore. All models are given as many coats of paint and varnish as the five and six thousand dollar cars. Bonnet handles, door locks and handles, etc., are heavier and of the



1911 CHALMERS "30" PONY TONNEAU

The new model is a 40 hp. car of four-passenger capacity, which is designed to take the place of this year's "Forty" pony tonneau. The car is one of the most distinctive of the forward-door types on the market, the straight-line effect being carried out at every point. All door locks and handles are placed on the inside of the body, giving not only a smooth and finished appearance, but eliminating all dust-gathering features.

Otherwise the Chalmers line is little changed from 1910. The other models are the "Forty" touring car, "Forty" roadster, "30" touring car, "30" roadster, "30" pony tonneau, limousine, inside-drive coupe and landaulet.

finest grade and are made by one of the best known locksmiths in the country.

The seats have been lowered in all models, making the greater riding comfort. Doors are wider than heretofore and there has been a general "cleaning up" of the exterior appearance of all models.

The lines of the fenders have been changed, adding not only to the beauty of the car but giving also greater protection. The forward fenders have been continued over the wheels so as to stop the throwing of mud and dust in front of the car. The rear fenders, instead of continuing in a straight line from the back of the car, on the Pony Tonneau, Roadster, Coupe and Torpedo types, round, to conform

with the wheels, while on the Touring car, Limousine and Landaulet types they have been brought down over the wheels and then continued in straight lines. This new construction not only adds to the graceful appearance of the car but makes possible a more secure fastening which reduces the tendency to vibration.

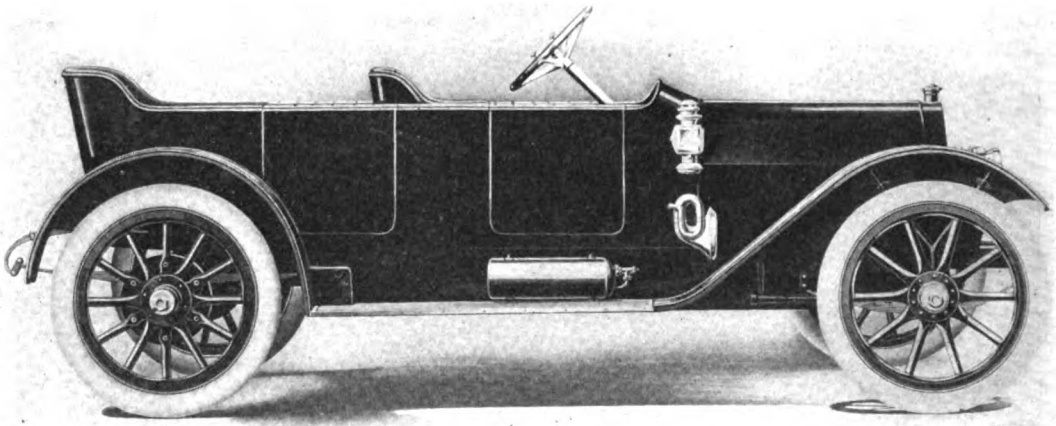
A slight change in the angle of the steering post gives considerably more room between the seat and steering wheel, a feature of comfort and convenience which all drivers will appreciate.

Mechanically the Chalmers cars for 1911

ignition system of the "30" model for 1911. However, the batteries have been located beneath the tonneau floor in a weather-proof box, giving space on the running board for the location of the tool box.

The ignition system of the "Forty" has been materially improved over that of 1910. The Bosch dual system, which does away with the troublesome 4-unit spark coil and the extra 4-spark plugs, has been adopted. The large size magneto allows the motor to run very slowly.

The improved Mayer carbureter will be used on the "30." This type of carbureter allows



1911 CHALMERS "FORTY" TORPEDO

have been refined through a number of little changes rather than through any radical departure from fixed mechanical principles.

There is practically no change in the motor of the "30." The general principles of this motor have been proved to be right. The slight changes made tend toward greater smoothness in operation. The Chalmers Company are now building their motors in their own plant, assuring an even finer quality of workmanship than heretofore. The "30" motor has been enameled gray, giving a cleanly and finished appearance. The same tendency to the elimination of vibration and noise characterizes the "Forty" motor. Valve springs are specially encased, muffling the noise of operation. The "Forty" motor is enameled in gloss black.

Aside from the simplification of the wiring there has been practically no change in the

the motor to run very slowly and to pick up quickly. The Chalmers engineers believe that the increased carbureter efficiency will assure 18 miles per gallon of gasoline on the "30." On the "Forty" the Stromberg will be used and experiments have been giving an average of 14 miles per gallon, an unusual showing for a motor of this size.

Both motors retain the constant level splash system of lubrication, excepting that for the rather cumbersome cylindrical sight feed on the dash a small bulls-eye has been substituted adding to the cleanly appearance and luxuriousness on the dash.

On the "Forty" the gear pump has been replaced by a less noisy and simpler plunger oil pump. This simplifies the construction and does away both gears on the rear end of the crank shaft.

The multiple disc clutch with alternating

steel and bronze plates running in oil has been retained on the "30." The "Forty" will again carry the cone clutch, experience having shown these as best suited to the models upon which they are used. The "Forty" clutch operation is made easier and the tendency to vibration has been lessened by shortening the foot pedals.

No material changes have been made in the steering gear for 1911, although improved workmanship and better finish will be characteristic. The steering wheel spider will be enameled black, thus eliminating the soil which comes from rubbing the hands on the unenameled aluminum. Spark and throttle levers are heavier and more solid looking and will operate by friction instead of with a ratchet.

Brakes on the "30" are the same as last year with the exception that the transmission brake has been stiffened slightly so as to eliminate all tendency to rattling. By the enlargement of the transmission brake cam and by the operation of the hub brakes by the means of a wedge and between two shoes which are held from rattling by suitable stops or springs, the brakes of the "Forty" will be found more efficient than in 1910.

There are no changes in the transmission. Improved gear cutting facilities insure more perfect workmanship and the shifting of gears in 1911 Chalmers cars will be accomplished quite easily and silently. A decided improvement in the rear axle of the "30" will be noted in the construction of the housing in a single piece of pressed steel.

In this connection a notable change in the "30" is the substitution of a pressed steel torque arm for the torsion tube, which was used in the 1910 model. Two Spicer universal joints instead of one will be employed.

A distinct improvement in appearance is made through fastening the irons which support the running boards inside the frame instead of on the outside as on earlier models. Running boards are of pressed steel, suitably covered and banded with a heavy brass moulding.

The foot accelerator on the "30" has been altered to the curved type, operating forward and backward instead of the right and left operation which was used last year.

But it is in the point of luxuriousness, which always makes for greater efficiency, that the Chalmers cars for 1911 have been most materially improved. In the point of finish and

roominess they are distinctly in advance of the 1910 models. The upholstery is of the very finest quality, and is comparable with that used in the very highest priced cars.

The dash, heel boards and door strips on the "30" are of black walnut; while those of the "Forty" are of Circassian walnut, one of the hardest and most expensive woods in the world. The cushions are ventilated thoroughly, giving the maximum of riding comfort.

All models of the "Forty" for 1911 will be equipped with Foster shock absorbers.

New style lamps of special Chalmers design are made in sizes suitable to all models. The Chalmers special tops, built in the Chalmers shops, are distinctive.

Prices of 1911 Chalmers cars remain unchanged. The "Forty" in touring car and roadster is \$2,750. The Torpedo sells for \$3,000, equipped with convertible gas and electric lamps, shock absorbers, Pres-O-Lite tank and Firestone quick-detachable, demountable rims.

The "30" touring car and roadster sell for \$1,500; pony tonneau, \$1,600; coupe, \$2,400; Limousine and Landulet, \$3,000.

The "30" touring car, pony tonneau and roadster are furnished with Chalmers blue body and running gear, gray striped, and with Chalmers blue body with cream or gray running gear and striping. Limousine, landulet and coupe models are Chalmers blue all over.

The only color variations in the "Forty" line is the Torpedo model, which is furnished in Dunham gray all over, with black striping, and in Chalmers blue all over with gray striping.

A striking mark of identification on all Chalmers cars for 1911 is an azure blue bar across the top of the radiator. This blue line is the same color as the famous "Bluebird" racing cars.

OHIO

Cleveland

When Pennebaker, of Memphis, Tenn., telegraphed the Stearns factory at Cleveland that he had won the Memphis championship and the Business Men's trophy in a Stearns car, the factory men leaped to the conclusion that he had driven a Stearns 30-60 to victory, defeating other high powered cars, and they sent out word to that effect. But they made a mistake. Pennebaker had won the race, in

which he competed with two high-powered cars, in a Stearns 15-30 runabout, which did a mile-a-minute stunt.

Winton Henderson Brown is a new boy baby, who arrived at the Lokewood, Ohio, home of Mr. and Mrs. George H. Brown, Sunday, July 17. The name commemorates the long and close business and personal associations of Alexander Winton, Thomas Henderson and George H. Brown, respectively president, vice-president and secretary and treasurer of the Winton Motor Car Company. That the young man weighed just six pounds is evidence enough that he commends the Winton policy of Sixes exclusively.

R. H. White, vice-president of the White Company, who has been ill with pneumonia for three months, is improving and his physicians now permit him to sit up a few hours daily. It is not expected he will be in condition to return to his offices for two months, however.

John B. Sperry, who has been connected with the Chalmers Motor Company at Washington and Baltimore for several years, has returned to Cleveland, and has secured the agency for the Henry car. Mr. Sperry has opened sales rooms in a new building at 2039 Euclid Avenue.

Harry S. Moore, Stoddard-Dayton agent for Cleveland, spent the week at the factory at Dayton, O., arranging for the delivery of 1911 cars.

The Stuyvesant Motor Car Company, manufacturers of the Stuyvesant Six, has completed its second car and will announce its plans for the future within the next ten days.

F. J. Cook, Cleveland distributor of the Premier and Reo, is expected home from Mt. Clemens within a few days. Mr. Cook has been ill at Mt. Clemens for several weeks.

The Overland Motor Car Company has loaned to the Cleveland Automobile Club an Overland "40" to be used in road inspection and sign posting.

The Auto Shop Company, Thomas agents,

has moved to new and larger quarters at 2039 Euclid Avenue. Two car loads of Thomas cars were received for the opening. Manager G. P. Sperry, who recently underwent an operation for appendicitis, has returned to the branch.

R. M. Colwell, manager of the Buick Motor Company, has employed J. M. Fitzgerald and P. O. McDonald to assist him in the sales department. Both men were formerly with the Rambler branch.

The M. and M. Company, one of Cleveland's largest dealers in automobile tires and accessories, will remove to new and larger quarters at 500 Prospect Avenue. The company has just been incorporated with a capital of \$15,000 and will increase its capacity.

H. J. Twelvetree, recently appointed branch manager for Thomas B. Jeffery & Company, has taken charge of the Cleveland Rambler branch. Mr. Twelvetree was for several years connected with the local Packard agency.

F. J. Fontius, Cleveland shoe merchant, has been awarded the Cleveland Automobile Club cup donated by Hugh Miller, Palmer & Singer agent, for the winner of the Club sealed time run held June 26.

W. N. Booth, manufacturer of the Booth Demountable rim, has left for the East, where he will spend several weeks. Upon his return he, and Andrew Auble, manager of the Olds-Oakland branch, will tour through Ohio, Indiana and Michigan in the original Olds-mobile Mudlark. The trip will show how well the old car can perform and demonstrate the claims of the Booth Demountable rim.

Toledo

C. J. Osborne, manager of the Ohio Motor Sales Company, representative for the Hupmobile, has completed a ten-day tour of his territory, which comprises about one-half of Ohio, lining up business for next season's models. It is his intention to appoint sub-agents in all the towns of consequence in his field and he has already signed up about 20.

He will start out in another part of his territory in a few days. Deliveries on the Hupmobile have been exceptionally good, as also have the sales.

C. B. Myers, Cleveland manager of the Diamond Rubber Company, is in Toledo, where he will remain several days with H. P. Green, the Toledo Diamond representative. The two are working together making plans for fall business.

The Toledo Auto Tire Repair Company has erected a huge electric "Firestone Tire" sign over its building on Erie Street. The company is located just off of Madison Avenue, the principle motoring street of Toledo.

Louis Lichtie has returned from a trip to the Cadillac factory at Detroit. He is entirely sold up on 1910 Cadillacs and is pushing the factory hard for a 1911 demonstrator. He expects to receive one within a few days. He has placed an order with the Cadillac Company, he says, for 200 cars for next year. The 1910 season has been a very profitable one for the Cadillac in Toledo, 150 of them having been disposed of. Lichtie is figuring to take on another car to sell with the Cadillac for next season.

The Toledo Auto and Garage Company has received its first 1911 Detroit Electric. The machine is of the gentleman's roadster, gasoline car type, and is equipped with the Edison battery. The car has created considerable comment on account of its being bedecked with signs which tell how many miles it will make on one charge and also that the battery will give service for 50,000 miles. The car has been kept at the different busy corners and hotels, downtown, and keeps two of the representatives of the automobile company explaining the merits of the new battery.

A. W. Norris, manager of the Norris-Toledo Motor Sales Company, the American, Velie, Warren-Detroit, Parry and Gramm-Logan truck agent, is at his former home, Saginaw, Michigan, where he was called on account of the sickness and death of his son.

The Cole Motor Sales Company, representatives for the Cole in northwestern Ohio, has added the Wescott "40" to its line for the

coming season. No demonstrator has been received, but one will be shipped from the factory within a week. This is the initial appearance of the Wescott in the Toledo field. The sales on the Cole, which is in its first year here, have been good, especially on the torpedo roadster model.

The Gamble Motor Car Company has given up the agency for the White cars and hereafter those machines will be handled in Toledo by Furstenburg and Fuller, former real estate men.

The Union Supply Company has received its 1911 Chalmers demonstrator and is pushing sales on that model. Few Chalmers cars came to Toledo before the 1909 season. The sales for that year were good, the Union Company placing over a hundred Chalmers here. Manager Jack Swindeman says his order for 1911 Chalmers is nearly double that of last year. Several orders have already been taken for the new model.

INDIANA

Indianapolis

Announcement of its 1911 line has been made by the Nordyke & Marmon Company. There are few changes from 1910, exceptions being a longer wheel base—120 inches—and refinements of construction. Only one type of chassis will be made, but upon this will be fitted a choice of eight body designs. The price of the 1911 car will be \$2,750, an advance of \$100.

Asking that the suit be dismissed for want of equity and attacking the Association of Licensed Automobile Manufacturers, the Parry Automobile Company, of this city, has filed an answer in the Federal Court to the suit for infringement of the Selden patent brought against it by George B. Selden and the Columbia Motor Car Company.

George A. Carr, James T. Webb and W. C. Welborn, of Greenfield, have organized the Greenfield Auto Traction Company, with an authorized capital of \$10,000. The company will conduct a transfer and passenger business between Greenfield and Maxwell, and will have a traffic arrangement with the Indianapolis, Newcastle and Toledo Traction Company.

Employees of the Overland Automobile Company have perfected an organization for the purpose of raising a fund which will be used for erecting a cottage at the Summer Mission for Sick Children near Fairview Park.

A. C. Newby, secretary and treasurer of the National Motor Vehicle Company, has gone to Europe for a vacation. He will be away about six weeks.

The Auto Sales Company has been organized, with Douglas Case, a livery stable proprietor, as president; M. G. Beckner, formerly in the carriage business, as vice-president, and Cass Connaway, an attorney, as secretary and treasurer. Temporary quarters have been established in the Indiana Pythian Building and agencies taken for the Cutting and Fuller.

The Auto Electro-Lite Company has been organized for the purpose of manufacturing electric light generating machines for automobiles. Those interested in the company, which has \$15,000 capital, are G. L. Fish, Ora May Fish, W. Fred McCloud and Esther V. McCloud.

A three-story brick addition will be built by the Overland Automobile Company at its factory at Fifteenth street and the Big Four railroad tracks. This is the plant formerly used by the Marion Motor Car Company, absorbed by Overland interests. The addition will cost \$20,000.

Charles P. Root, chairman of the contest committee of the Chicago Motor Club, was in the city a few days ago to obtain entries for the club's annual road race, August 26-27. The Cole Motor Car Company and the Nordyke & Marmon Company each entered two cars.

The American Motor Car Company has obtained 16,000 square feet of additional floor space, and is preparing to increase its outfit accordingly. The company states it will manufacture 400 cars during the 1911 season.

An unusual trip was recently made in a Waverley Electric, manufactured by the Waverley Company, of Indianapolis, Ind., by L. C. Myers, of the East End Automobile Company, Pittsburg, Pa. He started on June 23,

and made an average of 60 miles daily until July 1. The route took the car up many hills with a grade exceeding 10 per cent. and over roads which were impassable to other vehicles. The car stood up well on the journey and at no time did the volt meter go below 68 or the motor get hot. One of the worst passages on the route carried the car up a mountain, the road raising 1,500 feet in three miles. This was negotiated by the Waverley as easily as the level stretches.

An interesting booklet has been issued by the American Motor Car Company, entitled "Fact Proves Theory." The advantages claimed by the manufacturer for the underslung construction and the high wheels of the American car are set forth in lucid manner and the claims of the car for public attention are concisely given.

South Bend

W. P. Kennedy, of New York City, consulting engineer for the Studebaker Brothers Manufacturing Company, was in South Bend last week consulting with the company regarding some automobile matters, under consideration by the Studebakers.

The Milton G. Smith Garage Company has taken the agency for this territory for the Chalmers. The company has the agency for a number of counties in northern Indiana and southern Michigan for the Hudson.

PENNSYLVANIA

Philadelphia

The Brown Auto Top Company has removed from 437 North Broad Street to 1347 Noble Street, where Ira L. Brown, president of the company, has taken a lease on larger and more-completely equipped quarters.

Increase of business has been responsible for the removal of the Tire Shop from its former quarters at 1348 Wood Street to 1326 Vine Street. The firm has only been in business two months. The proprietors are Robert E. Reis and David E. Scannell.

The 1911 model of the Pierce-Racine car has been received at the showrooms of the D. Walter Harper Company.

V. P. Padula, local manager for the Abbott-Detroit Company, made a record run last week from Mahanoy City, Pa., traveling over rough roads for a greater part of the journey.

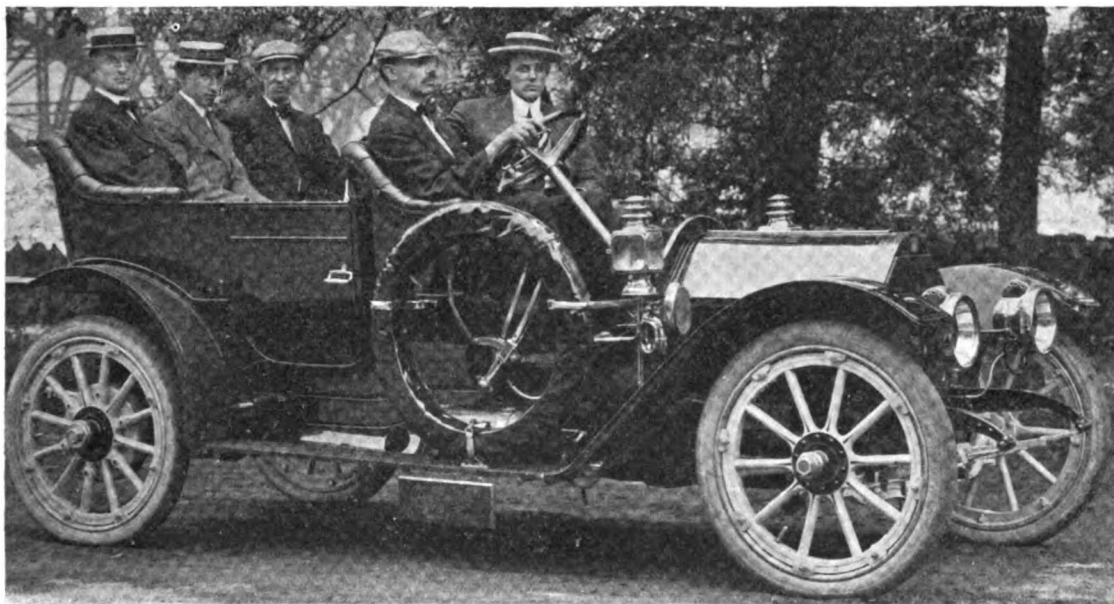
An echo of the last endurance run of the Quaker City Motor Club to Wilkes-Barre and return on January 1 and 2, 1908, was heard last week, when the Premier Motor Manufacturing Company finally received the MacDonald and Campbell trophy. This cup was competed for three successive years and was won permanently by Ray MacNamara for the Premier Company.

Delivery of the trophy will now bring to and end the controversy which was precipitated through the haste of the club officials in announcing the winner before the score cards were all checked up. The run was notable on account of the severity of the weather, the inability of the technical experts to find a flaw in the Premier at the end of the two-days run, although a dollar was offered for every point against the car, and the lapse of a year

the Quaker City Motor Club for endurance contests or race meets.

Several of the new Bergdoll "30" touring cars have made their appearance on the streets of Philadelphia, and it is announced by the officers of the newly-organized Bergdoll Motor Company that hundreds more are nearing completion in the factory. The cars are being manufactured in a plant recently erected at 31st and Dauphin Streets. This is in addition to the Bergdoll establishment at Broad and Wood Streets, where the new car was designed and perfected. Mr. Bergdoll has also secured possession of the Knight Building, at 16th and Callowhill Streets, which will become another addition to the factory. The officers of the Bergdoll Company are: Louis J. Bergdoll, president; E. C. Johnson, vice-president; Philip S. Malickson, secretary; Charles A. Bergdoll, treasurer.

Louis J. Bergdoll is one of the most influential members of the automobile trade in the Quaker City. He has been actively and finan-



THE NEW BERGDOLL "30," WITH OFFICERS ON BOARD

and a half before the trophy was received by the winner.

It is stated that the delivery of the trophy was hastened by the fact that the Contest Board of the American Automobile Association demanded its delivery to the winner before any further sanctions would be issued to

cially interested in agencies for several of the well-known and high-priced cars. E. C. Johnson, who will take charge of the selling end of the new company, is also well known in the trade, having been formerly sales manager of the Packard Motor Car Company of Philadelphia and the local branch of the White

Company. Philip S. Malickson, in charge of the purchasing and production departments, is another recruit from the Packard Company.

William H. Haupt, familiar to the motor racing world as "Willie" Haupt, was formerly identified with the Chadwick Engineering Works, and most of his successes on road and track were made with the Chadwick. He, with C. T. MacDonald, another Chadwick expert, and O. A. Bickel, one of the pioneers in the business, will look after the mechanical departments.

The Bergdoll "30" will be made in several types, the touring and roadster models being listed at \$1,500, and the other models ranging from \$1,600 to \$2,000.

The car is equipped with a four-cylinder motor cast en-bloc and of advanced European design. The intake valves are placed in the heads of the cylinders, in consequence of which a 15 per cent. gain of power is accomplished. The entire explosive chamber is water-jacketed.

The crank-shaft is made of nickel alloy of steel. The crank-case is of aluminum, cast in two pieces.

Transmission is of the selective type, with three speeds forward and one reverse. All gears are heat treated.

The clutch, which is of the multiple-disc type, is so designed that one-half of the discs—24 in all—are held in place by the fly-wheel, and are driven by the engine shaft. The other 12 discs are keyed to the main shaft of the transmission. An automatic oiling system is utilized.

The new Atwater-Kent Uni-Sparker is used. A Bosch magneto and an independent set of spark plugs are furnished as special equipment. Both ignition systems are of the high-tension type.

Steering is accomplished by the irreversible worm and full gear. Spark and throttle control levers are arranged on top of a 17-inch heel.

The frame is of cold-pressed steel. A double drop permits carrying the car to the ground.

Axles are of the I-beam type, front, and full-floating rear, with a one-piece the entire length of the axle. The mounting of the steering knuckle is unique, the entire weight at this point being supported by a three-quarter-inch ball placed at the top of the vertical column

of the knuckle. The standard gear ratio is 3 11-14 to 1.

The Bergdoll bodies are of the popular straight-line style. The wheel-base is 115 inches.

York

The Pullman Automobile Company shipped its first 1911 models Monday. The new designs are known as Models K-11, M-11 and O-11, and correspond to similar types of this year, with many improvements. The firm has just completed a coupe for a local physician, built on a Model O chassis. It is finely upholstered, has a perfect system of electric lights and is equipped with removable plate glass, which will give protection from storm.

Reading

The Parish Manufacturing Company, makers of automobile underbodies, has been crippled for the last few days by a strike of 400 of its employees. The trouble originated when the men claimed that the union was being discriminated against, and after the strike was declared they demanded a 15 per cent. increase in their wages. N. E. Parish, vice-president of the company, made answer to the demands by stating that the company pays its mechanics a higher wage than any other plant in Reading.

ILLINOIS

Chicago

The Peerless Motor Car Company, at Cleveland, Ohio, has acquired the business and building formerly occupied by the Tennant



THE PEERLESS MOTOR CAR COMPANY OF ILLINOIS

Motor Limited, at Michigan Boulevard and Twenty-fifth Street. The business hereafter will be conducted under the name of the Peerless Motor Car Company, of Illinois. W. G. Tennant will continue his connection with the selling department of the business, and John R. Buck, formerly with the Cleveland factory, has been appointed general manager.

The building is admirably located and furnished for the sale of cars, and will be splendidly equipped for service to users. It is expected that this new venture will be of material benefit to the company's interests in Chicago as well as to dealers and patrons of the Peerless Company throughout the entire Middle West.

MASSACHUSETTS

Boston

Just now it is rather quiet along motor row in Boston, being the season between the finish of the year 1910 and the beginning of 1911 deliveries. There are a few of the dealers who have two or three of the 1910 cars on hand, which they hope to get rid of before the first of the 1911 cars get in. But for the most part the sales have all been cleaned up, and some of the 1911 machines are really being delivered. There is not so much talk being heard now as to increasing the allotments as was prevalent this time last year. Not that the dealers expect a slump, but they are figuring close to the line, so that cancellations may not put a hole in the profits.

E. P. Blake, who has the agency in Boston for the Jackson and Fuller cars, has taken on the McIntyre truck as a third proposition. He will handle it from his salesrooms, on Boylston street.

Frederick Paige, jr., of Detroit, is in Boston, arranging to establish agencies for the Paige-Detroit throughout New England. He is making his headquarters at W. C. Marsh's, who has taken the Boston agency for the car. Mr. Marsh has his new salesrooms at 173 Huntington avenue.

Simon R. Baker, who recently resigned as manager of the Boston branch of the Fiat, has secured a position as assistant sales manager of the Boston agency for the Parry and Rainier cars.

The Boston branch of the Hol-Tan Company, handling the Lancia car, on Hereford Street, has been given up. Arrangements have been made, however, to give demonstrations on application temporarily.

Cablegrams were received in Boston Tuesday, announcing the marriage in Paris of Alvan T. Fuller, the Packard agent, and Miss Viola T. Davenport, a singer. Mr. Fuller went abroad a few weeks ago. He is generally reputed to be the wealthiest dealer in Boston, and he has made all his money selling Packards and Cadillacs.

The Whittaker Chain Tread Company is sending out circulars showing the price of the various tire chains it puts out, and also giving the history of the tire chains and how they were first used on carts drawn by oxen.

NEW JERSEY

Newark

Many local owners of Hudson cars are awaiting with considerable interest the awarding of prizes for the unique endurance contest which was held by owners of that make of car all over the country last Saturday and Sunday. Manager A. H. Humphreville, of the A. Elliott Ranney Company, the local agents, was busy for a couple of weeks previous to the contest explaining the rules to Jersey owners of Hudsons who entered, and they expect to figure in the prize list.

The Price Talking Machine Company, 224 Halsey Street, which recently took on the Berkshire car, has received its demonstrating machine, and a number of engagements are booked.

Frank L. C. Martin, head of the Martin Auto Company, State distributors of the Mitchell and Hupp cars, is smiling these days, when he contemplates the big stock of tires he has on hand. These were purchased before the recent advance.

This is a rapid fire age. Advertising is the gatling gun of business, accomplishing in months what it would take years of patient, plodding work to do.

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INCORPORATIONS

Detroit, Mich.—General Auto & Tire Co., with \$10,000 capital.

Minneapolis, Minn.—Minneapolis Regal Auto Co., with \$250,000 capital. Incorporators: J. P. McGuire, E. C. Noyes and others.

New York, N. Y.—Phoenix Sight Seeing Co., with \$25,000 capital. Incorporators: A. Shapiro, S. Goodman and H. Goodman.

Elizabeth, N. J.—Vandewater & Co., with \$100,000 capital. Incorporators: J. Correja, F. C. Vandewater, E. Vandewater and S. R. Vandewater. To manufacture internal combustion engines, steam engines, automobiles, aeroplanes, etc.

Chicago, Ill.—Van Dyke Motor Car Co., with \$1,000,000 capital.

Columbia, S. C.—Roddey Automobile Co., with \$14,000 capital. Incorporators: J. R. Roddey and J. J. Cain.

Camden, N. J.—Victor Motorcar Company, with \$150,000 capital. Incorporators: Julia H. Harrington, J. F. Harrington and H. C. Ochterbeck.

Chicago, Ill.—Benz Motor Company, with \$2,500 capital. Incorporators: E. C. Wetten, C. H. Pegier, C. W. Clark.

Chicago, Ill.—International Automobile League of America, with \$2,500 capital. Incorporators: Samuel W. Newman, Hyman Soboroff and I. J. Bliss.

Chicago, Ill.—Newbury Auto Livery Company, with \$5,000 capital. Incorporators: J. A. McNerny, F. Clare and E. V. Pearson McNerny.

Chicago, Ill.—Farrington Automobile Company, with \$10,000 capital. Incorporators: J. T. Delfosse, W. H. Farrington, S. F. Scott and J. F. Muhlke.

Automobile Calendar

July 25.—Track Meet, under the management of the Order of Owls, at Chillicothe, O.

July 25, 26 and 27.—Reliability Run, under the auspices of the Cleveland, O., News.

July 26.—One Hundred Mile Power Boat Race, from Holly Beach, N. J., to the Camden Motorboat Clubhouse, under the joint auspices of the Holly Beach Yacht Club, the Camden Motorboat Club and the Yachtsmen's Club of Philadelphia.

July 27 and 28.—Track Meet, under the auspices of the Pittsburg, Pa., Motor Racing Association.

July 28 to 30.—Third National Congress of the Good Roads Association at Niagara Falls, N. Y.

July 30.—Motor Parkway Sweepstakes, under the auspices of the Long Island Motor Parkway Company.

July 30.—Hill Climb, under the auspices of the Telegram of Salt Lake City, Utah.

July 31 to August 7.—The Second Annual International Road Congress, to be held in Brussels.

Please Mention AUTOMOBILE TOPICS When Writing.

MICHELIN

**Protect Car
and
Passengers**

**ANTI-SKIDS****ATTERBURY Commercial Cars**

The "ATTERBURY" cars are without any exception the BEST VALUE in the commercial field.

The Model K, 20 H. P., capacity 1,500 lbs., can be seen on our Sales-room floor. The price of the Model K is \$1,500.

The capacity of the various models range from 1,000 to 10,000 lbs.

AUBURN "40"

We are in position to make deliveries at once on a few AUBURN cars. The AUBURN "40" represents "The Most for the Money" in the automobile market.

Send for booklet on these cars

EASTERN DISTRIBUTERS

LA DUE-CARMER MOTOR CO., 737 7th Ave., N. Y. City

MERCER

**1911 Model Now
Being Shipped**

Touring Car Toy Tonneau Speedster
Each \$2150



Style, Luxury, Quality, Strength, Speed.
Made Right and Stays Right.

Let us hear from you

Mercer Automobile Co. Box 126, Trenton, N. J.

GRAY & DAVIS LAMPS

STANDARD OF
THE WORLD

Gray & Davis
Amesbury, Mass.

Diamond

**The Pioneer Motor Tires
of America**

FIRST

BEST

**THE DIAMOND RUBBER COMPANY
AKRON, OHIO**

MONOGRAM OIL WINS!

In the Cobe Trophy 200-Mile Race at Indianapolis, July 4th, Dawson, in a Marmon, won in 2 hours, 43 minutes, 20.13 seconds, breaking the record by 10 minutes, 28 seconds. Burman, in a Buick, was second; Harroun, in a Marmon, third; and Grant, in an Alco, fourth.

All used MONOGRAM OIL

"Best for Your Engine"

**COLUMBIA LUBRICANTS CO. OF N. Y.
116 Broad Street New York City**

For Sale by First-Class Dealers

You Want a Bosch Magneto

You are tired of trying to run your car without a magneto or with an inefficient one. You know you should have a Bosch.

Now, our new garage plan enables us to put a Bosch Magneto on your car at cost, plus a nominal installation fee, and back it with the usual Bosch Guarantee.

Our prices will please you.

For further information write, phone or call on the Sales Manager.

Bosch Magneto Company
223-225 W. 46th St. New York City
'Phone, 4980 Bryant

August 1-15.—Circuit of Ardennes, Royal A. C. of Belgium.

August 1-September 15.—Industrial Vehicle Competition, under the auspices of the A. C. of France.

August 3, 4, 5.—Races on the Galveston Beach, promoted by the Galveston (Texas) Automobile Club.

August 3 to 13.—Aviation Meeting, under the joint auspices of the city of Boston and the Harvard Aeronautical Society at Soldiers' Field, Cambridge.

August 4.—Annual Hill Climb on the Algonquin Hill, under the auspices of the Chicago Motor Club.

August 6.—North Wildwood (N. J.) Automobile Club's Beach Race Meet on Ocean Drive.

August 6.—Six Hour Endurance Run on Point Breeze Track, Philadelphia, Pa., under auspices of the Quaker City Motor Club.

August 10 to 19.—Dates selected for the proposed Aviation Meeting at Asbury Park, N. J.

August 12.—Indiana Balloon Race, under the auspices of the Aero Club of Indiana, to be held at Indianapolis.

August 12, 13.—Motor Vehicle Reliability Run, under the auspices of the North American, Philadelphia, Pa.

August 13.—Hill Climb, under the auspices of the Stamford, Conn., Automobile Club.

August 15.—Start of the Munsey Tour from Philadelphia, with Washington D. C., as the final day's destination.

August 15, 16 and 17.—Elimination Races at Larchmont, N. Y., for the power boats to defend the Harmsworthy trophy in the international race at Larchmont on August 20.

August 19-20.—Second 24-Hour Race of the season at the Brighton Beach Track, under the auspices of the Motor Racing Association.

August 20.—Track Meet at Columbus, O., under the auspices of the Columbus Automobile Club.

August 20.—International Motor Boat Race for the Harmsworthy Trophy over a course off Larchmont, N. Y.

August 21.—Mont Ventoux Hill Climb, Vonclusien A. C.

August 23.—Track Meet, under the management of the Cheyn Cheyenne, Wyo., Motor Club.

August 31 to September 8.—Nine-day Reliability Run, under the auspices of the Automobile Club of Kansas City, Mo.

September 2, 3, 5.—Three-Days' Automobile Race Meeting at Indianapolis Motor Speedway.

September 3-6.—Liedekerke Cup, Ostend Cup and Voiturettes Race, under the auspices of the Royal A. C. of Belgium.

September 5.—North Wildwood (N. J.) Automobile Club's Beach Race Meet on Ocean Drive.

September 5, 10.—Automobile Races at the State Fair at Minneapolis, Minn.

September 7, 8, 9 and 10.—Reliability Run, under the auspices of the Automobile Club of Buffalo, N. Y.

Please Mention AUTOMOBILE TOPICS When Writing.

September 9 and 10.—Track Meet at Providence, R. I., under the auspices of the Rhode Island Automobile Club.

September 10.—The race over San Francisco Park roads and boulevards, under the auspices of the Automobile Club of California.

September 10, 11 and 12.—Reliability Run, from New York to the Catskill Mountains, where a hill climb will be held on the 12th, under the auspices of the Motor Contest Association.

September 12 to October 12.—Automobile Races held in connection with the Appalachian Exposition at Knoxville, Tenn.

September 15.—Hill Climb at Oklahoma City, Okla., under the management of the Oklahoma Automobile Club.

September 15-22.—Road Races to be held at Lowell, Mass., under the auspices of the Lowell Automobile Club.

September 17.—American National Championship Balloon Race, to be held in Indianapolis, Ind.

September 17.—Power Boat Race through Whirlpool Rapids, Niagara Falls, N. Y., for purse of \$1,000 and a gold cup.

September 17.—Track Meet, under the joint auspices of the Automobile Club of Syracuse, N. Y., Syracuse Automobile Dealers' Association and the New York State Fair Association.

September 17.—Track Meet, held under the auspices of the Norristown, N. J., Automobile Club.

September 18.—Semmering Hill Climb, A. C. of Austria.

September 21, 22, 23.—Three-day Reliability Run, under the auspices of the Louisville, (Ky.) Automobile Club.

September 24.—Annual Santa Monica Road Race, under the auspices of the Licensed Motor Car Dealers' Association, of Los Angeles, Cal.

October—Reliability Run, under the auspices of the Chicago Motor Club.

October—Reliability Run, under the auspices of the Worcester (Mass.) Auto Club.

October 1.—Sixth Annual Vanderbilt Cup Road Race to be held on the Long Island Motor Parkway and the surrounding roads. Under the auspices of the Motor Cups Holding Company.

October 1.—Track meet at the Illinois State Board State Fair at Springfield, Ill.

October 2.—Gaillon Hill Climb, promoted by L'Auto.

October 6, 7 and 8.—Automobile Races at the Orange County Carnival at Santa Ana, Cal.

October 7, 8.—Race Meet at the Indianapolis Motor Speedway, Indianapolis, Ind.

October 7 to 11.—Virginia Reliability Run, under the auspices of the Washington (D. C.) Post.

October 8.—Date selected for the start of the Chicago-New York Aeroplane Race, under the joint auspices of the New York Times and the Chicago Evening Post, for a \$25,000 prize.

October 8.—Third Annual Fairmount Park Race, under the auspices of the Quaker City Motor Club, Philadelphia.

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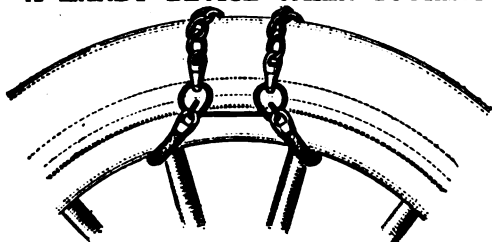
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October 15 to 23.—The International Aviation Meeting to be held under the direction of the Aero Club of America at a field in the vicinity of Garden City, L. I.

October 17.—Start of the 1910 International Balloon Race from St. Louis, Mo.

October 20, 21, 22.—The Fall Meet of the Atlanta Automobile Association at the two-mile motor-drome at Atlanta, Ga.

October 23.—The Portola Road Race in San Francisco, Cal.

October 27, 28 and 29.—Three-day Track Meet, under the auspices of the Dallas (Tex.) Automobile Club.

November 5 and 6.—Track Meet, under the auspices of the New Orleans (La.) Automobile Club.

November 5, 7.—Los Angeles-Phoenix Road Race.

November 10, 12 and 13.—Track meet at San Antonio, Tex., under the auspices of the San Antonio Automobile Club.

November 24.—Mile High Hill Climb at Redlands, Cal., under the auspices of the Mile High Hill Climb Association.

November 24.—Road Race, under the auspices of the Savannah (Ga.) Automobile Club, over roads in the vicinity of Savannah.

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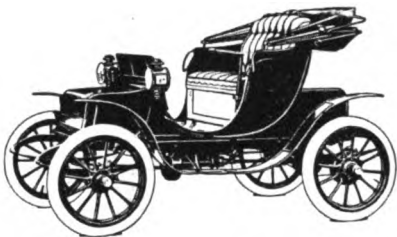
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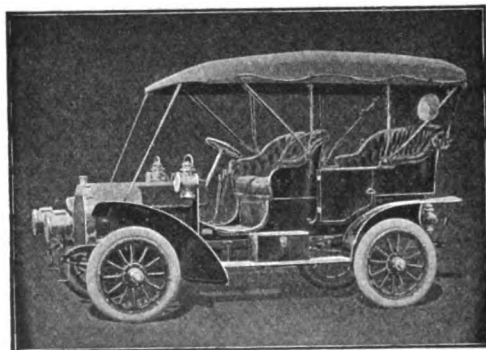
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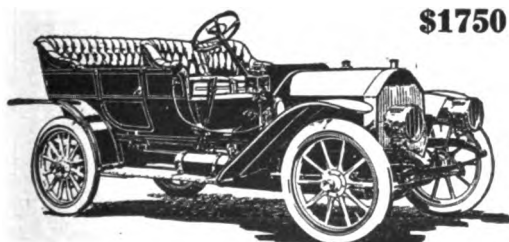
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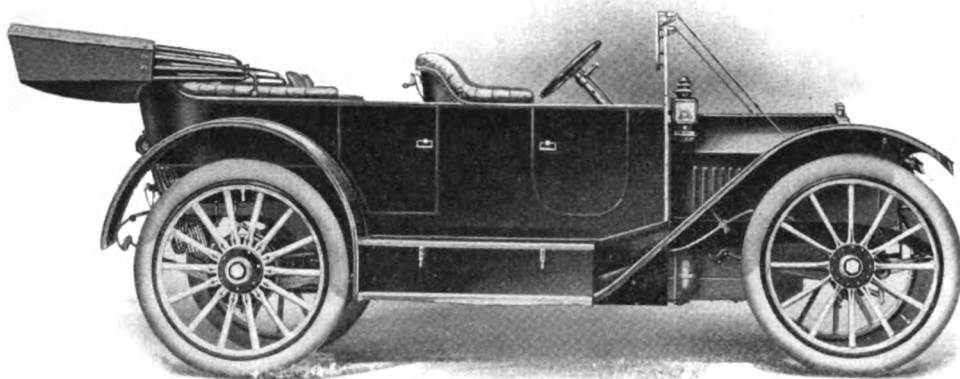
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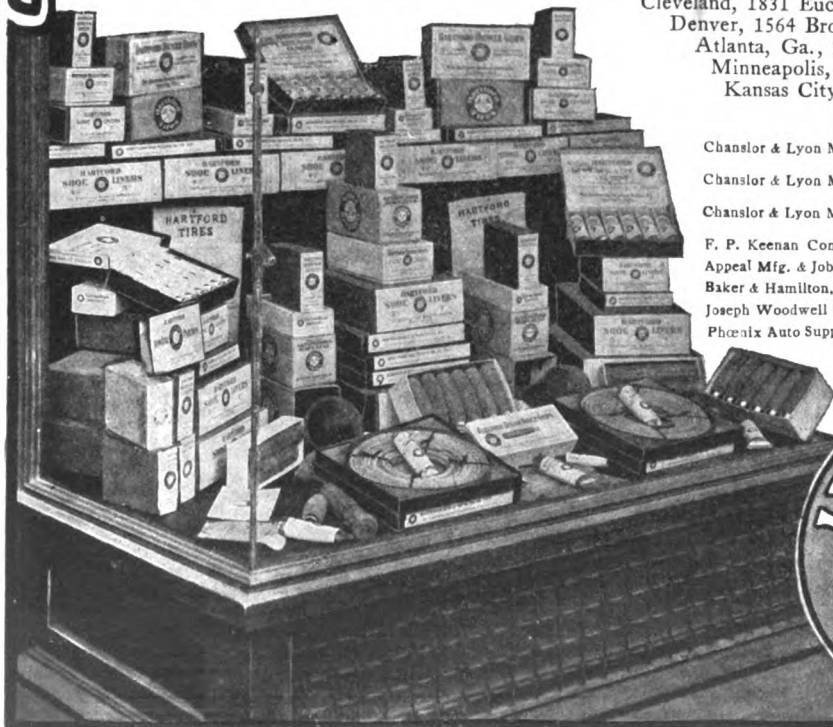
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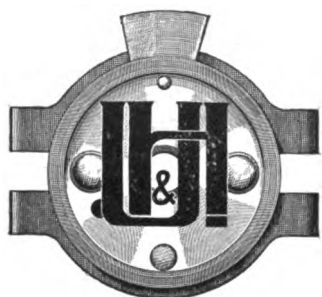
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- France** - Coupes des Petites Motos, Marseilles. M. Escoffier on Magnat-Debon. First with
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- Belgium** - Coupe de la Meuse. Three First Prizes. Fitted with
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- Austria** - Riederberg Speed Trials. First in all Classes. Fitted with
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- England** - At Brooklands. World's record for Voiturette. Boillot driving single cylinder, 4x10, Lion-Peugeot. Flying half mile, 24.8 seconds, an average of 72 miles per hour, 50 miles, 43 minutes 35.9 seconds; 100 miles, 87 minutes 48.5 seconds, and in one hour, 68 miles and 688 yards. All done on a LION-PEUGEOT fitted with
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- America** - Reliability Trials at Harrisburg. Inter-State Cars Victorious in B Class.
Yale Hill Climb. Correja, 1 minute 13 seconds, fastest time. Defeating Buicks, Houpt, Thomas, S. P. O., Stoddard-Dayton, Oaklands, Locomobile and Chalmers-Detroits.
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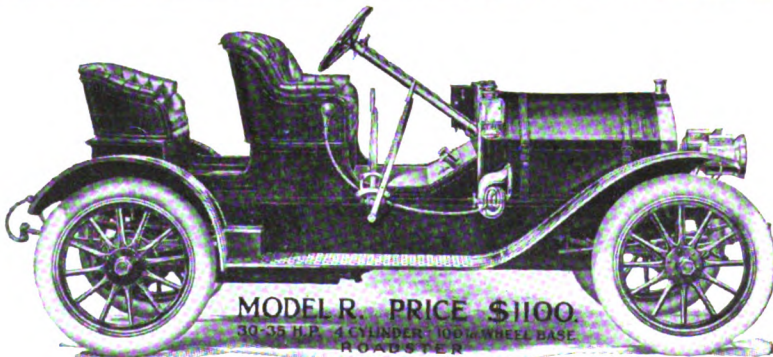
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Nearest competitor	(Moline) 3	564	188 " "
Third	(Premier) 2	899	449½ " "
Fourth	(Chalmers) 3	3,307	1,102 1-3 one "
Fifth	(Parry) 2	2,240	1,120 none "
Sixth	(Ohio) 2	2,744	1,372 " "
Seventh	(Lexington) 2	3,141	1,570½ one "
Eighth	(Cole) 2	3,559	1,779½ none "
Ninth	(Cartercar) 3	6,683	2,227 2-3 " "

INDIVIDUAL SCORES

Westcott
Fal-Car
Pennsylvania
Glide
Cino

TOTAL PENALTIES

1,122 did not finish
1,143 " " "
1,504 " " "
2,247 finished
2,414 "

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Automobile Topics

Illustrated

Vol. XX.

NEW YORK, JULY 30, 1910.

No. 17.

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THE "EXPERIENCE RUN" OF HUDSON CAR OWNERS TO MT. TACOMA—AT NATIONAL PARK INN,
THREE SISTERS MOUNTAIN IN PLAIN VIEW

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS

Published by AUTOMOBILE TOPICS (Incorp.)

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TOPICS

EUROPE IS IN A
FAIR WAY TO DIS-
COVER THAT THE TIDE

of American tourist travel can be turned back much more easily than King Canute turned back the ocean tide—although, as a matter of fact, the Danish-English monarch met with no success whatever in his endeavors. Europe is not trying to discourage American touring, but by placing obstacles in the way and by refusing to grant Americans privileges that motorists of other countries are granted, it has done so just as effectually as if it had set out with this deliberate purpose. Of course, there will be no appreciable falling off this year, and perhaps not even in 1911. People plan European tours some distance ahead of time, and when an itinerary has been laid out the knowledge that petty inconveniences will be encountered is not likely to prove a deterrent. Nevertheless, it was only a question of time when the travel will decrease. The increasing use of the motor vehicle for purposes of this kind made it certain that more people would, for a certain period, tour Europe each year; but in the natural course of events the highwater mark would be reached sooner or later, and then it would recede. The present

discovery of obstacles thrown in the way will merely hasten the coming of this time.

“BETTER LATE THAN NEVER” is a saying that is as true as it is trite. It comes naturally to mind when a member of the New York State Highway Commission states that “New York began the construction of improved roads about 1898.” That is just twelve years ago, and it narrowly escaped being in the present century. What a commentary this is upon the management of affairs in the Empire State! Once started, however, New York has set about the task in earnest, and today no commonwealth is more progressive or active. This activity does not consist merely in building so many miles of improved roads each year. The State Highway Commission bends its energies to the discovery of means whereby roads can be made to withstand the attacks of the elements (rain and heat) and the disintegrating process due to much use.

THE CALLEN LAW goes into effect Monday—August 1—and according to reports from the New York office of the Secretary of State, there are many thousands of chauffeurs who have not taken the examination necessary to

There will be quite a few idle hands around New York garages for some time to come, for the police authorities throughout the State have been instructed to arrest any one who attempts to drive a car without observing the provisions of the new law.

"UNDER THE TRAFFIC from horse-drawn vehicles the question of maintenance was comparatively a simple one and consisted mainly in the prevention of ravel, the elimination of ruts and minor repairs. The advent of the swiftly-moving motor vehicles has materially changed the proposition and we are now confronted with a more serious problem," says an official of the New York State Highway Commission. Continuing he says: "The prevention of dust and the preservation of the road surface, especially on those roads subject to heavy motor vehicle traffic, was one of the most important questions which the commission had to solve relative to the maintenance of the highways already improved, and what to do with the 2,000 miles of waterbound macadam which had been constructed in previous years and which were rapidly deteriorating and going to pieces under the combined horse-drawn and motor vehicle traffic."

IT IS SAID that more than 140 patent applications for exclusive rights to manufacture, use and deal in devices for effecting the automatic balance of air craft have been filed in Washington. And yet, only a few years ago the navigation of the air was viewed in much the same light as the attempt to discover perpetual motion.

IT IS BELIEVED that Senator Joseph S. Frelinghuysen, of New Jersey, has gubernatorial aspirations, and will strive for the Republican nomination. It is to be hoped that this is true, for then motorists of that State will have a chance to take an ardently-desired whack at that Jeckyl and Hyde of the public life of to-day.

WIVES, WHOSE CHAUFFEUR husbands have deserted them, think the Callan bill—which becomes operative as a law in New York on Monday, August 1—just the loveliest thing in the world, especially that part which makes it obligatory on the chauffeur to file his photograph with the Secretary of State when he

makes application for a license. An average of five wives write to Samuel S. Koenig, Secretary of State of New York, every day, asking that he locate their errant husbands for them and hold up the license until the wife has been heard from. Mr. Koenig is not quite sure just how far he can go in the matter, but he has instructed his clerks to scrutinize all applications carefully and if they agree with the descriptions sent in by the deserted wife, to notify him. The matter will be brought to the attention of the attorney general and he will be asked to lay out a course of action for the puzzled Secretary of State.

SAD ARE THE USES OF ADVERSITY! Mr. "Jack" Johnson's laudable ambition to shine as a racing driver has been checked, temporarily, at least. His entry has been refused by the Indianapolis Motor Speedway management, who also declined to accept his offer to give an exhibition. Why does not Mr. Johnson try the Vanderbilt cup race management next? That would be even bigger game.

ONE OF THE PROVISIONS of the Callan bill, which becomes effective in New York on Monday, August 1, and which has not received as much attention as it may warrant, is that governing the number plate. Formerly each owner was obliged to furnish his own plate and many dealers did a thriving business in supplying automobilists with the numbers and plates. Under the new law the State will furnish the plate.

IT IS NOT an easy matter to secure a reduction in taxicab fares, and for this reason the plan put in operation by one of the leading New York department stores recently has been viewed with interest by many people. Under this plan money is saved in two ways: First, the mileage charge is 15 cents less than the regular rate, and the charge for waiting is abolished altogether. An important provision is that the waiting shall be done at the department store in question. Otherwise it is all off.

MANY COMPLAINTS of the muffler cut-out nuisance are being heard. It is an open question whether this device has any justification whatever for its existence. But whatever its value may be in extremely hilly regions, it certainly has no place in the cities and towns.

Glidden Trophy Row Gets Into Court

Appeal from the finding of the officials, reversal of that finding and the award of the Glidden trophy to a new claimant, an appeal to the courts to prevent delivery to the latter and the issuance of an injunction in consequence—these were the almost bewildering succession of events in which the Contest Board of the A. A. A., the Chalmers Motor Car Company and the Premier Motor Car Company have figured during the past week. Incidentally, the Board became busy and got its disqualification mill in working order, with dire results to the Buick-Marquette car, which has been cutting such a swath in the racing field of late.

It is probable, therefore, that the A. A. A.'s "White Elephant"—the Glidden Trophy—will be the property of the Chalmers Motor Company for the ensuing year instead of being displayed as the result of a victory by the Premier Motor Manufacturing Company. This was announced on July 22, after a meeting of the Contest Board of the A. A. A., at which the appeal of the Chalmers Motor Company from the ruling of the referee in awarding the Glidden trophy to the Premier Company in the 1910 national reliability tour of the A. A. A. was considered. The committee decided that first place in the touring car division of the tour had been won by Chalmers No. 5, driven by William Bolger.

Following the technical examination of the competing cars after the tour ended in Chicago on June 30, it had been announced that the Premier car driven by Ray F. McNamara had won this year's struggle for the victory in the touring car class of this year's A. A. A. tour and consequently that the Premier firm would have the custody of the Glidden trophy until next year's tour is run. Before the award was first announced the Chalmers Motor Company, which had a number of cars entered in the tour, including Chalmers No. 5, driven by Bolger, entered a protest against the two Premier cars, claiming that an auxiliary oil tank and pump were not regular stock equipment.

The appeal was considered at a meeting of the contest board that lasted until after midnight on Thursday, the result of which was made public July 22. S. M. Butler, chairman of the contest board, presided at the meeting.

T. A. Wright, Wilkesbarre Automobile Club; David Beecroft, Chicago Motor Club, and Joseph H. Wood, New Jersey Automobile and Motor Club, were the other board members present. Alfred Reeves, Association of Licensed Automobile Manufacturers, and E. R. Hollander, Importers Automobile Salon, members of the advisory committee, and Alden L. McMurtry and Alexander Churchward of the A. A. A. Technical Committee, were also present. The announcement was as follows:

The appeal of the Chalmers Motor Company is sustained. There was no evidence adduced before the contest board on this appeal or before the referee or at the time the Premier entries were made or at the start of the 1910 Glidden tour to prove that the auxiliary oil tank and pump equipment was stock equipment. The contest board finds that this auxiliary oil tank and pump equipment was not stock equipment under the rules.

The Premier Motor Manufacturing Company fails to comply with Rule 6 of the 1910 contest rules in not furnishing to the technical committee of the American Automobile Association, after repeated demands, from June 29 to July 21, 1910, during which period three of its members visited the Premier factory, evidence sufficient to establish the stock status of Premier cars numbers 1 and 2 entered in the 1910 national reliability tour of the American Automobile Association in respect to equipment of auxiliary oil tank and pump for injecting oil direct to the crank case.

The decision of the referee is reversed and Premier cars numbers 1 and 2 are disqualified, and the Glidden trophy awarded to the Chalmers Motor Company's entry No. 5.

Following this announcement, President Harold C. Smith, of the Premier Motor Manufacturing Company, obtained a preliminary injunction on July 23, from Justice William J. Kelly, of the New York Supreme Court, restraining the A. A. A. from delivering the trophy to the Chalmers Motor Company.

Smith based his application for the injunction on the allegations that the oil pumps and tanks afterward complained of, were specifically mentioned in the entry blanks; that the Premier factory was open at all times for inspection; that the Technical Committee inspected all the competing cars, including the two Premier cars, both of which were equipped with the oil pumps and tanks, before the start; and that they were started without protest or objection. He held that under these circum-

stances the disqualification should have been before the contest and quoted rule 53 of the Contest Board of the A. A. A. in support of his contention.

He cited the fact that no fault had been found with the Premier drivers or had there been a suggestion that they failed to comply either with the letter or the spirit of the law governing the contest. He also quoted the ruling of the Technical Committee pronouncing the Premier to be the winner and the road and technical score it made.

Mr. Butler replied to the suit of the Premier Company by disqualifying all Premier cars from any contest held under the sanction of the A. A. A., until further notice. The formal announcement was signed by S. M. Butler, chairman; F. A. Wright, Joseph H. Wood and David Beecroft.

The disqualifying order relates the history of the controversy and then says:

Whereas said H. O. Smith, president of the Premier Motor Manufacturing Company, notwithstanding his entry blank agreement to recognize the jurisdiction of the Contest Board and abide by its rulings and decisions, now openly denies such jurisdiction and disregards the ruling of the Contest Board, and did on July 23 apply to and secure from the Supreme Court of Kings County, State of New York, on his ex parte statement, a temporary injunction restraining and enjoining the Contest Board from taking the necessary steps for turning over the Glidden trophy to the Chalmers Motor Company, in accordance with the decision of the Board on July 21, 1910, and has caused to be published in the public press a statement of his actions and the reasons therefor, including allegations not in accordance with the facts against members of the Contest Board, all of which conduct is a breach of the 1910 contest rules and is prejudicial to the welfare of the sport and industry;

It is therefore ordered that H. O. Smith and the Premier Motor Manufacturing Company are hereby disqualified and rendered ineligible for competition in all contests held under the sanction of the Contest Board of the American Automobile Association until further notice.

There were present at the meeting T. A. Wright, Joseph H. Wood, David Beecroft and S. M. Butler, of the Contest Board, and members of the Advisory and Technical Committees. After hearing the representatives of the Buick Motor Co. and the Marquette Motor Co., Models "16A," "16B" and "100," registered with the Contest Board by the Marquette Motor Co., of Saginaw, Mich., and designated as "Buick Roadsters," were disqualified under Rules 4, 5 and 75 of the 1910 Con-

test Rules, from competition in events run under Class "A" (open only to "stock cars") and Class "B" (open only to "stripped stock chassis") until December 31, 1910.

The performance of Models "16A" and "16B" in "stock chassis" events at the Indianapolis Motor Speedway, on July 1, 2 and 4, 1910 were declared null and void and no record of such performances will be allowed.

This disqualification was made for the following reasons:

1. That in the races held at the Indianapolis Motor Speedway, July 1, 2 and 4, 1910, the Buick Motor Company and, or, the Marquette Motor Company, violated the letter as well as the spirit of Rules 4, 5 and 75 of the 1910 Contest Rules, in that said Buick Motor Company and, or, said Marquette Motor Company, entered and ran as Buick stock cars Models "16A" and "16B," which cars were not Buick stock cars under the 1910 Contest Rules of the A. A. A.

2. That these cars were entered in such a form as to give them the stamp of the Buick stock output, when, as a matter of fact, they were not Buick stock output under the 1910 Contest Rules of the A. A. A.

3. That the alleged stock chassis "16A" and "16B" entered in such races at Indianapolis July 1, 2 and 4, 1910, were not, as a matter of fact, on sale or offered for sale in a bona fide manner at the regular selling agencies of the Buick Motor Company and, or, the Marquette Motor Company, as required under the 1910 Contest Rules of the A. A. A.

4. That the privilege of competing in the said races at Indianapolis, July 1, 2 and 4, 1910, under the title "Marquette-Buicks," was granted upon the express condition that in event of successful performance there was to be no advertisement of such performance under any other name than "Marquette-Buick;" that this condition was violated by the publication in the New York Herald of July 10, 1910, of the performance of "Buick" cars at Indianapolis, July 1, 2 and 4, no mention whatever being made of "Marquette-Buicks," and, therefore, the condition having been broken the privilege was nullified and made void from the beginning.

The appeal of the General Motors Co. from the decision of the referee in disqualifying Buick Roadster entry, No. 3, in the Brighton Beach 24-hour race, May 13 and 14, 1910, for violation of Rule 249, which provides that "when one or more parts of an assembled unit are damaged, such damaged parts only may be replaced," was heard, the appeal overruled and the decision of the referee sustained.

The appeal of the chairman of the Technical Committee from the decision of the referee, in allowing the 1903 Mercedes car, owned by

Spencer E. Wishart, of New York, to compete in stock chassis events at the Indianapolis Motor Speedway, July 2 and 4, 1910, was heard, the appeal sustained and the decision of the referee reversed, on the ground that "no

car which has not filed with the Contest Board the Stock Car Certificate of Description shall be allowed to compete in any 'stock car' or 'stock chassis' events, held under Classes 'A' and 'B' of the 1910 Contest Rules."

What Will Become of the Chauffeurs?

On Wednesday, July 27, with but four days remaining before the much discussed Callen bill becomes effective there were only about 8,000 chauffeurs who had taken the required examination at the Automobile Bureau of the Secretary of State's office, at 74th Street and Broadway, New York. There are said to be over 36,000 professional chauffeurs in New York City and vicinity, according to the number of applications filed at Albany for new licenses the number even exceeds that mark, and the question that has brought forth considerable discussion is how are the remaining 28,000 chauffeurs to be examined in time to qualify for a new license on Monday. That there will be much confusion, both as far as the drivers and police to State officials are concerned, is to be expected.

The Secretary of State, Samuel Koenig, declares that the small number of men that have been examined is the result of the careless way in which the application blanks are filled in. Many questions on this sheet are considered too personal by the chauffeurs and they skip over them, thinking that if they send their license fee and answer a few of the questions all will be right. At Albany, where the applications are sent, however, a force of clerks go over the blanks and if they are not filled out in the proper manner they are set aside and returned to the sender. This work naturally consumes some time and consequent-

ly there is a delay before the applicant receives a notice to appear for examination in his district.

During the past week examinations have been held throughout the State and from reports matters are in better shape up-State than in New York, or District 1. That more men have not been examined in New York is no fault of Chief Examiner Frederick H. Elliott, who has been prepared to handle several thousand a day since the examinations commenced, but the applications came in slowly.

Of the 8,000 examined at New York, 95 per cent. have been said to have passed. Some of the other 5 per cent. will have an opportunity of receiving licenses if they pass a road test. There are cases where a man successfully passes the written examination, but his application blank shows that he has had very little practical experience piloting an automobile. If the examiners see fit that man will be required to show if he is capable of operating a motor vehicle under ordinary city traffic conditions and if he shows he can not handle the car safely, he is declared unfit and is refused a license, although he successfully passed the written test.

On the other hand a man fails in the examination room but declares he can drive a car properly he is given a chance to prove it and is taken out in a road car. If he drives the car in a proper manner he is passed.

Drivers' Age Limit Eighteen Years

Youthful owners of motor cars will not be permitted to operate them on New York highways after August 1, unless accompanied by an experienced chauffeur. Secretary of State Koenig has been receiving many inquiries whether a person under eighteen, who is the owner, can operate a motor vehicle under the new Callen law.

Attorney General O'Malley was asked about the matter and he holds that one of the purposes of the new law was to protect the public

from accidents which are due in many instances to the operation of automobiles by careless, incompetent and inexperienced operators, and that the legislative intent is plain that a person should be at least eighteen years old before he has judgment, experience and discretion sufficient to qualify him to drive a car. Therefore, he says, a person under that age should not be permitted to operate such a vehicle unless accompanied by a licensed chauffeur.

District Motorists Protest New Law

Automobilists in the District of Columbia are up in arms over the Maryland law which went into effect on July 1, and suits to test its constitutionality have been started by the Automobile Club of Washington and the National Automobile Association of the capital city. Since the new law went into effect thousands of dollars have been paid into the Maryland treasury by residents of the District for licenses to motor beyond the limits of the District. The feature on which the two organizations base their contention of unconstitutionality, is the portion discriminating between residents of the States and other federal districts.

Residents of States are granted exemption for two periods of seven days each during each calendar year, while residents of the District are barred from this privilege. The result is that a motorist who desires to cross the District line into Maryland must take out an annual license, the same as if he were a resident of Maryland.

The constitutionality of the Maryland act will be tested by William S. Duvall, president and counsel of the Automobile Club of Washington, and Messrs. Ralston, Siddons and Richardson and C. L. Bouve, attorneys for the National Automobile Association.

Clevelanders Hold Three Days Reliability Run

CLEVELAND, O., July 27.—The three-day reliability run, held under the auspices of the *Cleveland News* and the Cleveland Automobile Club, which ended at the Hollenden Hotel at 5.30 tonight, was absolutely the most successful contest ever held under the management of the club. Although drenched to the skin by a heavy rain storm encountered 30 miles out, the tourists reached this control on time, satisfied that the run had been a practical demonstration, unnecessary hardships having been eliminated. They were too tired and uncomfortably wet tonight to wait for penalties.

Of the 29 entrants it is expected that 10 will be declared perfect. The other penalizations being caused chiefly by over-heated motors on the hills of the first day's run to Columbus. On the second day, when the route led from Columbus to Toledo, the going was fair and but few cars experienced trouble of any sort. Today's run was more pleasant, a heavy rain last night having settled the dust without creating mud. The tourists were escorted into the city by members of the Cleveland Automobile Club and refreshments were served at the club house.

Making Good Roads Progress in the South

Southern motorists and others are still hard at work in the interest of improved highways, and the fruit born of previous efforts in this direction has only resulted in more strenuous work being started for the betterment of the roads in the South. A great mass meeting of citizens on the line from Winston-Salem, N. C., to Pinehurst, N. C., was held at High Point on July 20 in the interest of a new turnpike from Winston-Salem to Pinehurst, traversing Ives counties and connecting Winston-Salem with the National Highway, as laid out by the *New York Herald* and *Atlanta Journal*, and at Raleigh, via Pinehurst, with the Capital to Capital route, from Washington to the South. An organization was formed and officers elected.

Judge Pratt, the State Geologist of North

Carolina, promised the good roads advocates that the State would pay for the survey of the new road.

Inaugural Sweepstakes Off Till Fall

The Inaugural Sweepstakes on the Long Island Motor Parkway, which were scheduled to be held to-day—July 30—have been indefinitely postponed. According to an announcement sent out by the Long Island Motor Parkway, Inc., the promoters of the events, the postponement is the result of the requests of a large number of probable competitors and the public at large. It is possible that this event will be re-scheduled for late in August or early in September, "when the tide of travel is large and people are returning to the city."

Daylight Start for Vanderbilt Cup Race

Some of the novelty that surrounded the running of the Vanderbilt Cup race previous to last year will again flavor the classic of American motordom when the race is run over the Long Island Motor Parkway and adjacent country roads on October 1, for, according to an announcement by William K. Vanderbilt, Jr., the donor of the trophy, this year's event will start at daylight.

The decision of Mr. Vanderbilt and his associates has been arrived at after long consideration and also following frequent and oft-repeated requests from enthusiasts, contestants and all who have the interests of this event in mind, it is announced. The daylight start restores the Vanderbilt Cup race to its old-time glory, with the glamor and romance attendant upon the start of the cars as the day begins to dawn.

With cars constructed under Class "C" of the new rules of the American Automobile Association, which limits only the piston displacement and places no restriction on equipment, size or style of tires, valves or cam adjustment, with the development in motor car construction

and engineering design of motor, phenomenally fast time is assured. Cars of 1910, limited to 600 cubic inches, with no limit on the design or style of valves, cams, etc., makes possible speeds not equalled by cars formally constructed without limitation as to size or weight. Cars of this class, especially constructed for sustained high speed, will produce a race equally thrilling with any heretofore held for this classic trophy. With the daylight start, high-speed cars, automatic and electric timing and scoring, with the Warner speed timing device and bulletin announcements of the time sent by telautograph instruments from the timing instruments makes every condition conducive to a preliminary successful race.

For the Grand Prize race, on October 15, the same system of scoring, timing and announcing will be used. It is interesting to note that at this early date the reservations for boxes for the two races is in excess of reservations made by the first of September for any previous year. An office for the accommodation of the general public will be opened in New York at a convenient location on or before September 1.

Entry Blanks Out for Fairmount Park Race

In the midst of preparations for the mid-summer track meet, to be held at Point Breeze track next Saturday, August 6, the Contest Committee of the Quaker City Motor Club has sent out the entry blanks for the 200 mile stock chassis road race, which will be held over the course in Fairmount Park on October 8. The club will again co-operate with the municipal authorities, and charitable institutions will benefit from the event.

The race will be open to any stock gasoline chassis, to be governed by the following table

of piston displacement and minimum chassis weights: Division 4-B, 301 to 450 cubic inches, 2,000 pounds; division 5-B, 451 to 600 cubic inches, 2,300 pounds; division 6-B, 601 to 750 cubic inches, 2,500 pounds. The prizes will be divided as follows: First, \$2,500; second, \$1,250; third, \$750; fourth, \$500. In addition to these prizes there will be a prize of \$500 in each one of the contesting divisions.

R. E. Ross, chairman of the Contest Committee, will be referee, and the cars will be sent off by G. Hilton Gantert.

Protest Not Allowed

The members of the Contest Committee of the Wilkesbarre (Pa.) Automobile Club were notified by the Contest Board of the American Automobile Association on July 23 that the \$1,000 Hollenbeck cup, the chief prize of the annual hill-climbing contest held on Giant's Despair on June 14, is to be awarded to the Knox Automobile Company.

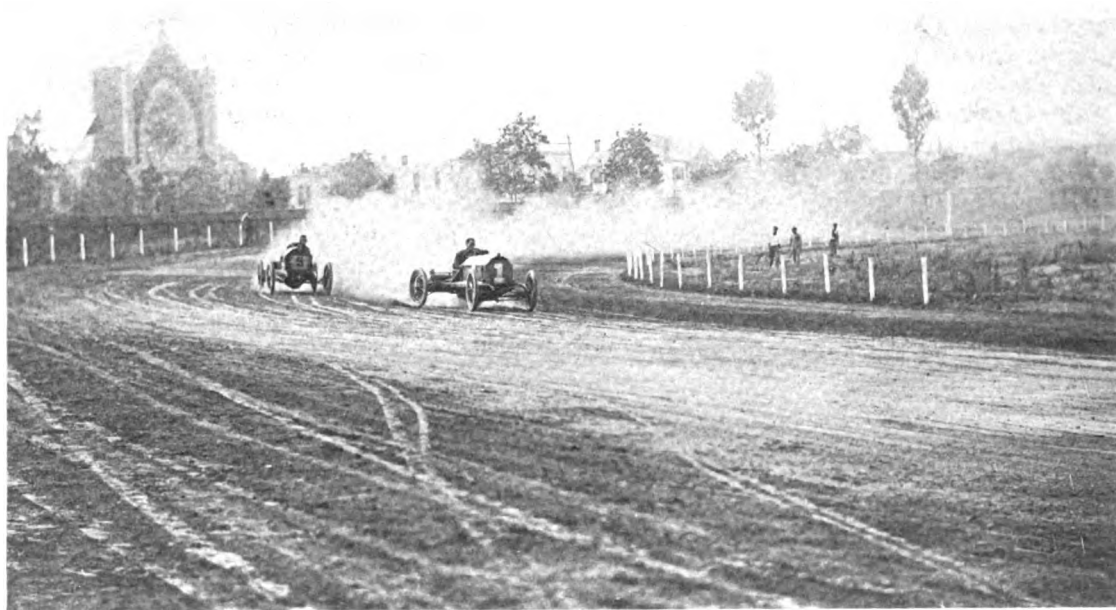
The Matheson Automobile Company, which took second place in the event, protested the Knox car after the race, claiming that it was not a stock car. A. R. Pardington, the referee, refused to sustain the protest, and at the meeting of the A. A. A. Contest Committee on July 21 the Matheson Company did not press the appeal.

Matinee Meet Draws at Brighton Beach

That motor car contests are quite to the taste of New Yorkers was again demonstrated on Saturday, July 23, when more than 15,000 persons journeyed to the Brighton Beach Motordrome to witness the matinee race meet of the Motor Racing Association. For their trip to the seashore track the enthusiasts were well repaid, for the majority of the nine events on the program were well contested, and good sport ensued. Smiling George Robertson and the young Cincinnati amateur, Caleb Bragg, were the stars of the day, the former winning his match with De Palma in two straight heats

loose with a shower that was a record-breaker while it lasted. In five minutes the track over which the cars had been speeding but half an hour before was converted into a virtual lake. The shower did not last long.

During the running of the races considerable interest was taken in the condition of the track, for, according to the reports sent out by the promoters, it was in excellent shape. One of the changes noted was the concrete strip at the club house turn. When the cars struck this section they did considerable skidding, and before the program was completed rough spots



DE PALMA LEADS ROBERTSON ON THE TURN

and also flashing across the line first in the one-hour race, while Bragg won the five-mile amateur handicap from scratch, after one of the most spectacular races of the day, and also captured the free-for-all contest.

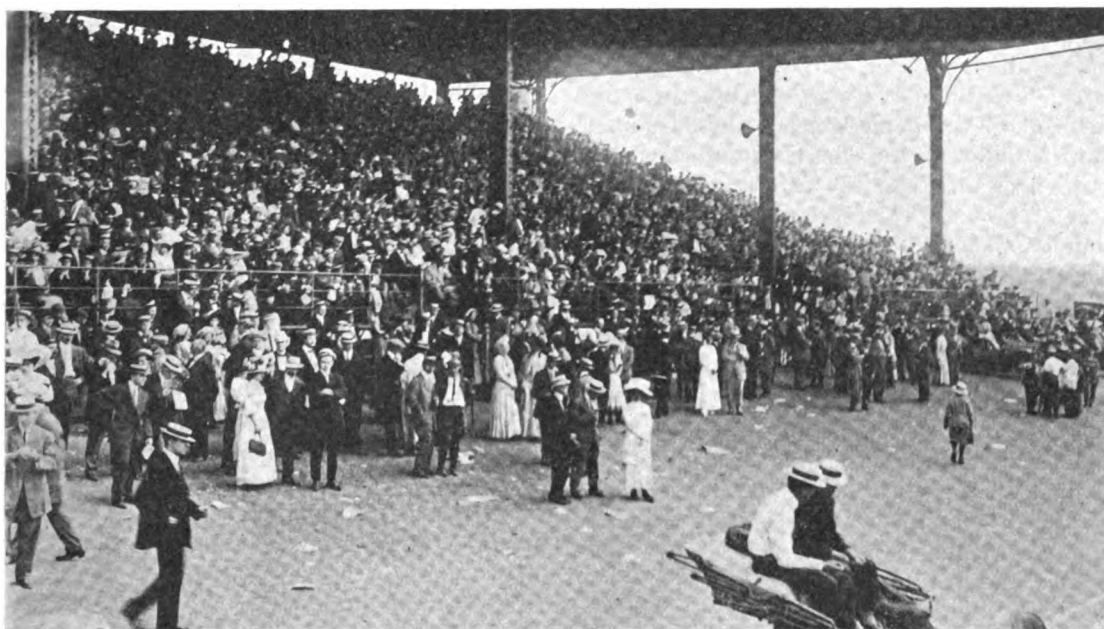
Motor Racing Association luck again prevailed, the weather being ideal up to shortly before the running of the last event, when clouds made their appearance across the eastern horizon. The hour race, which was the culmination of the day's sport, had just been completed, and the crowd was making its way out of the grounds, when Jupiter Pluvius decided he had held off long enough, and let

had been worn in the track where the cement started and ended. The turn out of the backstretch, always noted for its danger, was again the scene of narrow escapes from accidents. Several cars had difficulty in holding the road at this turn, and two of them skidded into the inside rail there.

Not a serious accident marred the day's sport, however, and the hospital tent, located in the "White City," in the center of the grounds, was a dull place. One very narrow escape from accident occurred during the running of the five-mile race for amateur drivers, when Caleb Bragg, at the wheel of his Fiat,

skidded through the skeleton fence at the turn into the homestretch and brought a couple of posts down with him. Bragg's machine also struck a couple of empty barrels, when it went through the fence. The crowd let out a cry, for it was expected that the car would overturn in the soft ground in the infield, but Bragg remained in his seat and kept a steady hold on the steering wheel. He guided the car safely through an opening and finally regained the track. Bragg had started from scratch in this

the race. It was arranged that the winner should be the man whose car was first in two out of three five-mile heats, but considerable delay in starting the events necessitated the cutting of the second heat to two miles. Robertson was the favorite at 7 to 5, but De Palma had a number of backers. It was agreed that the heat would be run over in case either driver had tire trouble. De Palma won the toss and selected the inside position from a standing start in the first heat.



A SECTION OF THE GRAND STAND

event, and was almost up the field when this mishap occurred. He lost about 200 yards before he got his car under way again, and when he next passed the grand stand his car was going at a mile-a-minute rate. The crowd gave him a great ovation as he passed. Bragg caught the field on the fourth mile and won the race with ease. In the ten-mile race, for cars with piston displacements of from 301 to 450 cubic inches, the Midland, driven by Anderson, grazed the fence at the same spot, but continued on its way.

The main event of the day was the match race between De Palma, in his Fiat Cyclone, and Robertson, in the specially constructed Simplex racing car. De Palma is the accredited track driving champion, while Robertson holds the same honor for road events, and, naturally, a great deal of interest was taken in

Robertson was the quickest at the start, and on the turn out of the stretch had a lead of about 10 yards. This he increased to about 25 yards on the backstretch, and he was going at a great pace when entering the stretch. As the turn was made one of the tires on the Simplex exploded and threw a cloud of dust high in the air. The heat had to be called off. Some time later another start was made. Robertson again went into the lead at the start, but at the turn into the homestretch the rear right tire on the Fiat blew out and the cars were again stopped.

Several other events were run, and then the Fiat and Simplex came to the mark for another start. This time the cars got off to a good start, with De Palma having a slight advantage. On the backstretch De Palma opened up a gap of about 25 yards on the Sim-

plex and had increased this to almost 50 yards when he crossed the line for the first mile, in 58 2-5 seconds, exactly one second better than the time made by Robertson. The Simplex car gained on the Fiat on the next circuit of the course, and at the end of the second mile but 10 yards separated the two cars. De Palma's time for the two miles was 1 minute 52 3-5 seconds, while Robertson's was 1 minute 53 seconds.

On the third mile Robertson made a desperate effort to pass the speeding Fiat, but De Palma held his car in front and crossed the line for the third time, with a lead of about 20 yards, in 2 minutes 45 3-5 seconds. On the turn out of the homestretch Robertson made another bid to go into the lead, but De Palma again held off. On the turn into the backstretch, however, the greater power of the Simplex showed to advantage, and Robertson drove past the Fiat and into the lead. At the completion of the fourth mile Robertson had a lead of about 100 yards on the Fiat, and was timed for the four miles in 3 minutes 38 4-5 seconds. De Palma's time was 3 minutes 41 1-5 seconds.

Robertson's car was going at a great clip when it turned out of the homestretch on the final lap. De Palma's car was also going nicely, but on the backstretch it slowed down perceptibly and had not left the backstretch when the Simplex crossed the line. As the Simplex approached the finish mark the right rear tire exploded, and the car finished with three inflated tires. The time was 4 minutes 41 3-5 seconds. When the Fiat crossed the line De Palma reported to the judges that he, too, had tire trouble, but, after an examination, the officials announced Robertson the winner of the heat.

When the cars lined up for the second heat, which was at two miles, De Palma again had the pole. Both cars started well, with the Fiat having a slight lead. On the turn out of the stretch Robertson made an effort to put the Simplex in front by going to the pole, but De Palma swerved in and cut him off. On the backstretch the Fiat opened a gap of about 15 yards, but the Simplex hung on, and as the cars turned into the homestretch De Palma's advantage was not bettered. Down the stretch the cars raced and crossed the line with but a length separating them, the Fiat in front. The time for the Fiat was 57 4-5 seconds, while the

Simplex was one-fifth of a second slower. On the turn into the backstretch on the second and final mile, Robertson overhauled the Fiat, and the two cars sped down the backstretch on even terms. As the fast-traveling cars turned out of the backstretch Robertson shot his machine in and won the rail. Before the turn into the stretch was reached light showed between the cars, the Simplex having gained about ten yards. Approaching the tape De Palma swung his Fiat out into the center of the track and "let her out," but the Simplex was going at record-breaking speed and crossed the finish line with a lead of about 25 yards, winning the heat and the match. The Simplex's time for the two miles was 1 minute 49 4-5 seconds, the last mile being covered in 51 4-5 seconds, faster than a mile had ever been traveled before on the Brighton Beach track. De Palma's time for the two miles was 1 minute 50 3-5 seconds. Robertson received a tremendous round of applause when he was presented with the \$200 gold watch by Harry Stevens. In addition to the watch, Robertson won a purse of \$500 by piloting the Simplex home first.

There were five starters in the fourth event, which was open to cars eligible under Class C, Division 3-C (piston displacements ranging from 231 to 300 cubic inches). The S. P. O. (Wishart), Marion (Disbrow), S. P. O. (Juhasz), Correja (Taylor) and S. P. O. (Batts) were the starters. The S. P. O., with Batts driving, was the quickest at the getaway, and as the cars turned into the backstretch it was leading, with the Marion a close second and Wishart's car third. Juhasz's car was fourth, while the Correja, which was not working on all its cylinders, was in the rear. Wishart, the young amateur who participated in last year's Vanderbilt Cup race, showed some speed during the early part of the race, and when the half-way mark of the ten-mile race was reached he was leading, with the car driven by Batts in second place, the other S. P. O. third and the Marion fourth. The Correja was practically out of it.

Batts went into the lead on the sixth mile, but on the following lap, while leading with a good margin to spare, the steering knuckle snapped as the car was entering the homestretch. The car was withdrawn, and Wishart again went into the lead. Wishart was destined not to hold the lead long, however, for before another mile had been covered Juhasz's

S. P. O. was in front. On the turn into the homestretch on the eighth mile Disbrow, in the Marion, passed both Wishart and Juhasz and went into first place. Wishart moved into second position on the same mile. As the Marion passed the tape for the final lap it had a lead of about 100 yards over Wishart's car, which was but a short distance ahead of the other S. P. O. Disbrow won by about one-quarter of a mile, in 10 minutes 55 2-5 seconds. Wishart was second, in 11 minutes 11 seconds, and Juhasz third, in 11 minutes 52 seconds. The winner of this race received a prize of \$100 and the Milo trophy. The trophy was presented to Disbrow by the donor immediately after the race.

The next event was for cars with piston displacements of from 301 to 400 cubic inches, and the entries were a Chalmers, driven by Lee Lorimer; a Buick, driven by R. E. Beardsley, and a Midland, with Leo Anderson at the wheel. As Beardsley is an amateur, it was thought that Lorimer would have an easy time of it in winning the race, but after the Buick went into the lead on the second mile, it stayed there until the end.

Amateur drivers, piloting their own cars, held forth in the following event at five miles. The race proved one of the most exciting of the afternoon and brought to the front the daring Caleb Bragg, the young Cincinnati driver, who has the distinction of defeating

Barney Oldfield in a match race at Los Angeles last winter. When a fully equipped White steamer made its appearance at the starting line, along with four other entrants, it started considerable comment. The event was a handicap affair and the White steamer was the limit car at 55 seconds, but before the second mile it had been passed by all the others. Bragg in the Fiat started from scratch; the Simplex (Doig), 15 seconds handicap; Buick (Beardsley), 20 seconds; S. P. O. (Wishart), 30 seconds, and White steamer (Bofinger), 55 seconds.

Bragg started in pursuit of the handicap machines and was just overhauling them as the bunch turned into the homestretch for the second time, when the Fiat swerved and crashed through the inside fence. It was thought that the car would turn over, but Wishart guided it back on the track and again took up the task of pursuing the others. On the third round the Fiat had cut down considerable of the distance separating him from the leaders and on the turn into the backstretch for the last time, when the cars were bunched, he overhauled them. The Simplex gave battle and the two cars raced along the backstretch nip and tuck until near its end, when the Fiat flashed to the front and from then on it was never headed. Bragg won by about 50 yards from the Simplex. The Buick was third, about 100 feet back of the Simplex.



WATCHING AT 50 CENTS PER HEAD

The S. P. O. was fourth and the White steamer last. The winner's actual time was 4 minutes 46 1-5 seconds and the actual time for the Simplex was announced as 5 minutes 29 2-5 seconds.

The big cars were eligible for the next event, open to cars with piston displacements of from 451 to 600 cubic inches, and five cars came to the line. They were: Fiat (De Palma), Simplex (Robertson), Knox (Disbrow), Hought-Rockwell (Martin) and Palmer-Singer (Cobe). De Palma went to the front at the start, with

Buick (Beardsley), Midland (Anderson), Knox (Disbrow) and the Only Car (Gloat).

Bragg drove his Fiat at a steady pace, and had little difficulty remaining in first place. His time was 10 minutes 9 1-5 seconds. The Knox, driven by Disbrow, was timed in 10 minutes 30 seconds and the Midland was caught at 10 minutes 38 2-5 seconds.

The final event of the day was the hour race open to any car of one of similar type that had ever competed in a 24-hour race conducted by the Motor Racing Association. The



IN THE PARKING QUARTERS

Robertson second, and as the cars passed the stand for the first mile the Fiat and Simplex were fully 100 yards in front of the other three.

On the ninth lap the Fiat had a lead of about 150 yards over the Simplex. This it increased on the final lap and finished a little less than a quarter of a mile in the lead, in 10 minutes 2-5 second. The Simplex was timed at 10 minutes 10 seconds. The Knox finished third, the Palmer-Singer fourth and the Hought-Rockwell fifth. The Palmer-Singer was nearly a mile ahead of the Hought-Rockwell.

Caleb Bragg again shoved to the front in the free-for-all event, which was participated in by six cars: Fiat (Bragg), Hupmobile (Dam),

winner was awarded a prize of \$300 and a \$200 gold watch, while second received \$150; third, \$50, and fourth, \$25. Eight cars lined up for the start of this race. They were the Hought-Rockwell (Martin); Marion (Disbrow); S. P. O. (Juhasz); Cole (Endicott); Simplex (Robertson); S. P. O. (Wishart); Croxton-Kecton (Spenny), and Palmer-Singer (Cobe).

Robertson went into the lead at the start and practically held it throughout the hour, except on the twenty-first mile, when Juhasz in the S. P. O. was in front for a brief period and on the 33rd mile when the Simplex left the track to change tires. Before the fifteenth mile the Simplex, S. P. O. (Juhasz), and

Palmer-Singer had lapped the rest of the field. The summaries:

Event No. 1—Ten miles open to cars with piston displacements up to 161 cubic inches.—Won by Hupmobile (Derby); second, Hupmobile (Dam.). Time, 13 min. 35 3-5 sec.

Event No. 2—Ten miles, open to cars with piston displacements from 161 to 230 cubic inches.—Won by Cole (Endicott); second, Patterson (Neeley). Time, 12 min. 32 3-5 sec.

Event No. 3—Match race between Ralph De Palma in Fiat and George Robertson in a Simplex.—First heat, five miles.—Won by Robertson. Time, 4 min. 41 3-5 sec. Second heat, two miles.—Won by Robertson. Time, 1 min. 49 4-5 sec.

Event No. 4—Ten miles, open to cars with piston displacements ranging from 231 to 300 cubic inches.—Won by Marion (Disbrow); second, S. P. O. (Wishart), and third, S. P. O. (Juhasz). Time, 10 min. 55 2-5 sec.

Event No. 5—Ten miles, open to cars with piston displacements ranging from 301 to 450 cubic inches.—Won by Buick (Beardsley); second,

Chalmers (Lorimer), and third, Midland (Anderson). Time, 10 min. 52-5 sec.

Event No. 6—Five mile handicap for amateur drivers.—Won by Fiat (Bragg), scratch; second, Simplex (Doig), 15 sec.; third, Buick (Beardsley), 20 sec.; fourth, S. P. O. (Wishart), 30 sec., and fifth, White Steamer (Bofinger), 55 sec. Time, 4 min. 46 1-5 sec.

Event No. 7—Ten miles open to cars with piston displacements ranging from 450 to 600 cubic inches.—Won by Fiat (De Palma); second, Simplex (Robertson); third, Knox (Disbrow); fourth, P-S. (Cobe), and fifth, Houghton-Rockwell (Martin). Time, 10 min. 2-5 sec.

Event 8—Ten mile free-for-all.—Won by Fiat (Bragg); second, Knox (Disbrow), and third, Midland (Anderson). Time, 10 min. 9 1-5 sec.

Event No. 9—One hour race, open to any car or one of similar type that has ever competed in a 24-hour race conducted by the Motor Racing Association.—Won by Simplex (Robertson), 53 miles; second, Marion (Disbrow), 53 miles; third, P-S. (Cobe), 52 miles; fourth, Cole (Endicott), 51 miles; fifth, Croxton-Keeton (Spenny), 49 miles; sixth, S. P. O. (Juhasz), 48 miles, and seventh, Houghton-Rockwell (Martin), 43 miles.

Asbury Park Plans Big Aviation Meeting

Not to be outdone by Atlantic City, Asbury Park has arranged for an aviation meet to be held in that New Jersey coast resort from August 10 to 20. The Wright Brothers Company has contracted to enter five of its machines and to give daily exhibitions. One of the terms of the contract is that Walter Brookins, who won the high prize for high flying at Atlantic City, shall make daily ascents.

Chief of the prizes attracting other aviators will be one of \$5,000 for a 50-mile race out to sea and return. Other prizes are also being arranged by the Asbury Park Aero and Motor Club, composed of local business men, who have guaranteed the \$50,000 or \$75,000 needed for promotion of the event through subscriptions to stock in the society.

Over in Interlaken, which adjoins Asbury Park, the club has taken a lease on a level field of about 50 acres, on which the daily exhibitions will be made. A parking place will be reserved there for 10,000 automobiles, and the grandstand will seat 30,000.

Asbury Park was selected as a site for this meet because it was believed that a greater assemblage of automobiles could be gathered there than in any other part of the country. There are tens of thousands of these machines

in the State, and within a radius of 100 miles about 215,000 under license. Only \$2 will be charged for parking places for the machines, as the plan is to encourage their presence, since they will furnish the most comfortable seats from which to view the flights.

On one of the days of the carnival special prizes will be offered for amateurs. This is expected to be one of the most interesting spectacles of the carnival.

The leading business men of Asbury Park have gone into the Aero and Motor Club, and have elected these officers: George W. Pittinger, president of the Asbury Park Board of Trade, president; Jesse Minot, cashier of the Asbury Park and Ocean Grove Bank, vice-president; William A. Berry, cashier of the Seacoast National Bank, treasurer, and John A. Githens, Jr., secretary of the New Jersey Ocean Boulevard Commission, secretary. James M. Ralston, president of the Seacoast National Bank, is at the head of the Board of Directors, which includes Milan Ross, A. R. Parsons, Scott Hazelrigg, J. Lyle Kinmonth, Dr. Thomas H. Pratt, former Mayor Charles A. Atkins, William A. Berry, H. E. Denegar, C. H. Zacharias, J. G. Warren and John H. Aymer.

Chevrolet Stars at Fort Erie

Louis Chevrolet won the honors at the two-day automobile meet held on July 22 and 23 at the Fort Erie, N. Y., track, under the auspices of the Buffalo Automobile Trade Association. Driving a Buick, he refused to take the dust of any of the other drivers, and his sensational way of taking corners and jockeying his opponents out of his course, won the hearty support of the three or more thousand persons who were in the grand stand and along the rail at the first day of the meet. The second day was but a repetition of the first, so far as Chevrolet was concerned, but his audience was threefold the size.

Perhaps the most daring race of the first day's meet was during the second event, which was open to stock cars with a piston displacement of 231 to 300 inches. Hardesty, in a Pullman, made the best getaway and took the rail. Before the half-mile mark had been passed he was leading by a hundred yards or more. Chevrolet came second and was followed by Crane, in a Maxwell. This held until well along in the third mile, when Chevrolet took the upper turn in his Buick, and in the backstretch he fairly skated by his opponent, cutting in to the rail on the turn and then making Hardesty swallow the dust of the Buick for the remainder of the five miles. The race was won by Chevrolet by fifty or more yards to spare. It was a skillful piece of driving, and when the Buick swung in front of the Pullman the roar from the spectators drowned out the snorting of the motors.

Chevrolet continued his winning streak in the five-mile open event by forcing his huge racing car from the wire and hugging the rail from start to finish. At no time was he in danger of losing the honors. But the five-mile handicap event was too much for him, he being scratch man and Ed. Crane, the winner, in a Maxwell, having a full minute's better time. Ned McCormick, in a Herreshoff, took second; Arthur Chevrolet, in a Buick, third, and Louis Chevrolet, fourth. The summary:

July 22

Five miles, stock chassis, 161 to 230 piston displacement.—Won by Buick (L. Chevrolet), time, 6 min. 10 sec.; second, Maxwell (Crane).

Five miles, stock chassis, 231 to 300 piston displacement.—Won by Buick (L. Chevrolet), time, 5 min. 40 sec.; second, Pullman (Hardesty).

Five miles, stock chassis, 301 to 450 piston dis-

placement.—Won by Buick (L. Chevrolet), time, 5 min. 40 sec.; second, Pullman (Hardesty); third, Maxwell (Crane).

Five miles, stock chassis, 451 to 600 piston displacement.—Won by Buick (L. Chevrolet), time, 10 min. 55 1-5 sec.; second, Buick (A. Chevrolet).

Five mile, free-for-all.—Won by Buick Special "60" (L. Chevrolet), time, 4 min. 59 2-5 sec.; second, Buick (A. Chevrolet); second, Thomas (Crane).

Five miles, free-for-all handicap.—Won by Maxwell (Crane), time, 5 min. 37 sec.; second, Herreshoff (McCormick); third, Buick (A. Chevrolet).

Five miles, stock chassis, piston displacement 160 or under.—Won by Herreshoff (McCormick), time, 6 min. 4-5 sec.; second, Herreshoff (Emons).

A little skid at the club house turn of the track cost Louis Chevrolet the record for the Fort Erie track on the second day of the meet. He made a pretty getaway at the crack of the starter's pistol, and went down toward the fatal turn at a speed the spectators considered little short of suicidal. He met the curve while traveling at a tremendous clip, and as his car hit the bank it was at once enveloped in a cloud of dust which hid the track, the car and its driver as effectually as if a curtain had been dropped between the track and the grand stand.

Immediately the crowd jumped to its feet, and eager eyes sought to penetrate the dust to see what had become of the daring driver. Then a cheer, as much of relief as of applause, swept up from the assemblage as Chevrolet was seen speeding down the backstretch, the furlough poles sweeping swiftly past him. But fast as Chevrolet dug into the far turn, and madly as he speeded down the back and through the homestretch, the momentary skidding at the first turn allowed Christie's record for the track to stand, Chevrolet's mark of 55 2-5 seconds being 1 2-5 seconds slower than that set by Christie.

Outside of this mile drive the most prominent feature of the second day's racing was the five-mile handicap, which was won by Ned McCormick in a Herreshoff. The Herreshoff had a time allowance of 42½ seconds over the Buicks, and while both the Chevrolets and the Pullman, driven by Hardesty, gave McCormick a hard tussle, he guided the Herreshoff first through a dust tunnel in a most sensa-

tional finish. His time was 5 minutes 18 seconds. The summary:

Five miles, stock chassis, 161 to 230 piston displacement.—Won by Buick (L. Chevrolet), time, 6 min. 11 4-5 sec.; second, Maxwell (Crane).

Five miles, stock chassis, 231 to 300 piston displacement.—Won by Buick (L. Chevrolet), time, 5 min. 45 3-5 sec.; second, Pullman (Hardesty); third, Maxwell (Crane).

Five miles, stock chassis, 301 to 450 piston displacement.—Won by Buick (A. Chevrolet), time, 5 min. 26 4-5 sec.; second, Buick (L. Chevrolet).

Ten miles, stock chassis, 451 to 600 piston displacement.—Won by Buick (A. Chevrolet), time, 11 min. 2-5 sec.; second, Buick (L. Chevrolet).

Five mile, free-for-all handicap.—Won by Buick (L. Chevrolet), time, 5 min. 8 sec.; second, Buick (A. Chevrolet).

Five mile, free-for-all handicap.—Won by Herreshoff (McCormick), time, 5 min. 18 sec.; second, Pullman (Hardesty); third, Buick (A. Chevrolet); fourth, Buick (L. Chevrolet); fifth, Herreshoff (Emmons); sixth, Herreshoff (Smith); seventh, Maxwell (Crane).

Five miles, stock chassis, selling from \$1,201 to \$1,650.—Won by Pullman (Hardesty), time, 5 min. 49 4-5 sec.; second, Herreshoff (McCormick); third, Herreshoff (Emmons); fourth, Herreshoff (Smith); fifth, Maxwell (Crane).

Five miles, stock chassis, 160 piston displacement or under.—Won by Herreshoff (McCormick), time, 6 min. 39 sec.; second, Herreshoff (Emmons).

The officials of the course were: Referee—Laurens Enos, president of the Buffalo Automobile Club. Judges—Charles F. Monroe, president Buffalo Automobile Association; F. A. Babcock, Ralph E. Brown, J. A. Cramer. Timers—F. H. Poppenberg, N. E. Oliver, W. C. Jaynes. Clerk of course—D. H. Lewis; assistants, J. W. Whiting and E. E. Dennison. Starter—Fred Wagner; assistants, W. A. Lutz, Gus Milles. Scorers—George Ostendorf, C. A. Cramp, C. J. Murray, John J. Gibson.

Twenty-one Races in Two Days' Meet

The principal event to be contested at the third grand circuit speedway, or Labor Day meet, at the Indianapolis Motor Speedway on September 3 and 5, will be that for the Remy Grand Brassard and the Remy Grand trophy on the opening day. Twenty-one races will be run during the two days, most of them being at five miles. The feature of the Labor Day races will be the 200 mile contest for cars eligible under Class E—600 cubic inches piston displacement or less; minimum weight, 2,300 pounds. Another event on that day will be the 50 mile free-for-all.

The following is the list of events:

September 3

Event No. 1.—Class D—One-mile speed trials.

Event No. 2.—Five miles for stock chassis cars, Class B, Division 1—160 cubic inches piston displacement and under; minimum weight, 1,000 pounds.

Event No. 3.—Five miles for stock chassis cars, Class B, Division 2—161 to 230 cubic inches piston displacement; minimum weight, 1,700 pounds.

Event No. 5.—Five miles for stock chassis cars, Class B, Division 4—301 to 450 cubic inches piston displacement; minimum weight, 2,000 pounds.

Event No. 6.—Five miles for stock chassis cars, Class B, Division 5—451 to 600 cubic inches piston displacement; minimum weight, 2,300 pounds.

Event No. 7.—Ten miles, free-for-all, Class D cars.

Event No. 8.—One hundred miles, free-for-all—Open to all cars entered at September 3-5 meet.

Event No. 9.—Free-for-all handicap—Open to all cars entered at September 3-5 meet; cars to be handicapped according to their performance at that meet.

Event No. 10.—Five miles for stock chassis cars, driven by amateur drivers.

Event No. 11.—One hundred-mile race for the Remy Grand Brassard and the Remy Grand Trophy.

September 5

Event No. 1.—Five miles for stock chassis cars, Class B, Division 1—160 cubic inches piston displacement and under; minimum weight, 1,100 pounds.

Event No. 2.—Five miles for stock chassis cars, Class B, Division 2—161 to 230 cubic inches piston displacement; minimum weight, 1,400 pounds.

Event No. 3.—Five miles for stock chassis cars, Class B, Division 3—231 to 300 cubic inches piston displacement; minimum weight, 1,700 pounds.

Event No. 4.—Five miles for stock chassis cars, Class B, Division 4—301 to 450 cubic inches piston displacement; minimum weight, 2,000 pounds.

Event No. 5.—Five miles for stock chassis cars, Class B, Division 5—451 to 600 cubic inches piston displacement; minimum weight, 2,300 pounds.

Event No. 6.—Five-mile handicap, Class D—Open to all cars entered at September 3-5 meet; cars will be handicapped according to performance at this meet.

Event No. 7.—Ten-mile free-for-all—Open race.

Event No. 8.—Fifty-mile free-for-all—Open race.

Event No. 9.—Five miles for stock chassis cars in Class E—Open to amateur drivers.

Event No. 10.—Two hundred-mile race for Class C cars—600 cubic inches piston displacement or less; minimum weight, 2,300 pounds.

No One Favored Boston Park Exclusion

BOSTON, July 27.—The rather curious situation was presented at the hearing of the Massachusetts highway commission yesterday afternoon on the question of excluding motor cars from the Boston parkways of not a single person appearing in favor of the proposition, while there was plenty of opposition, enough to carry the hearing along until nearly six o'clock.

Mayor Fitzgerald appeared and gave what he termed the story of the city of Boston. When he was asked whether he was to be placed on record for or against the exclusion of the motor cars, he stated that he desired not to be recorded either way. Then Superintendent John A. Pettigrew of the park department was asked if he was present to represent the park department and he stated that the commission gave him no authority to represent it. He said he was instructed to go there simply to answer any questions that might be asked. Neither Mr. Peabody, Mr. Prendergast nor Mr. Coakley, who comprise the Boston park commission, put in an appearance. The absence of any one to really advocate the exclusion of the cars was somewhat of a surprise to the motorists who were present, as it prevented any chance to get first-hand opinions as to how the commission had reached its conclusion.

Mayor Fitzgerald was plentifully supplied with facts and figures as to general valuations, costs of building and maintenance of highways, the assessed valuation of different cities and towns throughout the State, etc., and his

remarks along those lines were interesting to the audience. And when he got through speaking, and Francis Peabody, Jr., asked him a few questions, it began to look as if the hearing would end right there as a compromise between the motorists and the park commission, to follow a meeting at the mayor's office.

Just about that time John J. Feeley got a chance to say something, so the hearing went on, with the remonstrants piling up arguments against the park regulations. The mayor and Chairman Parker of the highway commission had a few tiffs, but when the hearing ended they both had a friendly word to say to the other, so there was no harm done.

Mayor Fitzgerald outlined his position clearly, and said that he had been misrepresented by some newspapers in the matter. He stated that he had held no conference with the Park Commission recently on the matter, and its action was not taken after any talk with him. What he wanted to have made clear was the fact that Boston pays a large proportion of the cost of metropolitan improvements without getting any benefit from them. The mayor really did not speak to the point, but dwelt on the burdens Boston was maintaining in heavy taxes for all sorts of things.

After a great deal of talk, in which the opponents of the closing measure poured hot shot into it, the hearing was declared closed. The commission had hundreds of letters and several petitions filled with names opposed to the exclusion. A decision in the matter will be given later.

Six Days' Hard Run Ended

The *Milwaukee Sentinel* trophy, valued at \$1,000, was awarded a Buick car at the end of the gruelling six days' reliability run of the Wisconsin State Automobile Association. The tour started on Monday, July 18, and ended Saturday, July 23, covering a fraction more than 808 miles during that time. The Buick entry, No. 8, was the only car to finish with a perfect score. The Pope-Hartford entry, No. 17, and the Franklin, No. 21, were awarded second and third places, respectively.

The route was over some of the worst roads in the State, and two cars were forced to with-

draw before the end of the fourth day. A ball-bearing fell into the differential on the Staver-Chicago and put it out of commission, and the loss of a wheel on the Rambler, No. 1, caused it to be withdrawn.

All of the important cities in Wisconsin were touched by the tourists, and at each one, whether the stop was a five-minute one for luncheon, a noon or a night control, the local automobile club did its best to give the contestants a pleasant time. The biggest receptions were at Eau Claire, where a banquet was tendered the tourists, and at Merrill, where

there was a celebration in Bohemian style. The fine Commercial club house at Eau Claire was thrown open to the visitors. At Janesville, Monroe, Baraboo, Elroy, Whitehall, Owen, Wausau, Waupun, Columbus and Watertown the tourists were pleasantly received.

The tour was primarily a test of medium-priced motor cars, and, secondarily, a good roads boosting expedition. It turned out to be both in the fullest sense. As for engendering a closer and better spirit and feeling between automobilist and farmer, the run accomplished splendid results.

The trophy, donated by Charles F. Pfister, proprietor of the *Milwaukee Sentinel*, will be

a perpetual one, to be contested for annually. In offering it, the donor said that he was acting for the best interests of the automobile, including the trade, the sport and the owner.

The cars and their penalizations are as follows:

No. 8, Buick, perfect; No. 17, Pope-Hartford, 3; No. 21, Franklin, 6; No. 20, Ford, 9; No. 9, Buick, 14; No. 2, Rambler, 16; No. 22, Overland, 16; No. 18, Reo, 19; No. 7, Jackson, 26; No. 11, Kissel Kar, 34; No. 10, Kissel Kar, 35; No. 24, Petrel, 38; No. 15, Johnson, 42; No. 12, Kissel Kar, 52; No. 14, Pierce-Racine, 53; No. 5, Mitchell, 57; No. 19, Corbin, 111; No. 4, Badger, 142; No. 26, Marion, 204; No. 6, Cadillac, 422; No. 16, Ohio, 488; No. 3, Badger, 648; No. 23, Staver-Chicago, withdrawn; No. 1, Rambler, withdrawn.

Big Plans for Elgin Road Race

Negotiations are now under way between the Contest Board of the American Automobile Association and the Chicago Motor Club and the Elgin Automobile Road Racing Association to make the road races, which will be held at Elgin, Ill., on August 26 and 27, a national event. A decision is expected in the next few days and as soon as the matter is settled the entry blanks will be issued. The check for \$2,500, guaranteeing the cash prizes to the drivers, has been sent to Chairman Butler of the Contest Board.

The four trophies which will be the prizes in the contests are valued in the aggregate at \$6,000. Three of them were donated by the Elgin Watch Company. The main race, the event for cars under 600 cubic inches, will be for the Elgin National trophy, the value of which is \$2,500. This is in addition to a cash prize of \$1,000 to the winning driver, \$300 to second and \$200 to third. The 301-450 class on the first day will be for the \$2,000 Kane County trophy, besides a \$400 cash prize to the winner. The 231-300 class event will be for the Fox River Valley trophy, besides a \$300 purse to the winner. The trophy for the 161-230 class event has not yet been selected.

The contractors are making rapid progress on the road and it is expected the course will be completed within the next two weeks. Not much was required outside of scraping, the highways at Elgin making a natural racing course which ought to be exceedingly fast. Cutting away the grass on the side has materially widened the circuit and it is estimated that it will average 20 feet in width for the

eight and one-half miles. In many places the road is 24 feet wide. There being only four turns on the circuit, each of them easy to negotiate, it ought to be possible to go faster even than Chevrolet did at Riverhead.

One entry is in, Arthur Greiner, the Chicago amateur, having nominated his National for both the Elgin National and the Kane County cups. Other cars that have been promised include the Alco, Marmon, Benz, Lozier, Overland, Moon, Oldsmobile, Falcar and Black Crow. Entries close August 21, with Secretary Harry T. Clinton, 2349 Michigan Avenue, Chicago.

Barney and Ben Shatter Records

According to a dispatch from Parkersburg, W. Va., Barney Oldfield lowered his record of 1 minute 6¼ seconds on a half-mile track by a quarter of a second at the annual races of the Automobile Club of Parkersburg, at Shattuck Park, on July 21. The same dispatch said that Ben Kerscher made a new record for two miles on a half-mile track, when he covered that distance in 2 minutes 24 seconds.

Someone must be getting their records mixed, for last week credit was given Kerscher for covering a mile on a half-mile track at Wheeling, W. Va., in 1 minute 5½ seconds, which at that time was said to succeed the record time of 1 minute 6¾ seconds, made by Oldfield at Findlay, Ohio, on August 25, 1909. The American Automobile Association put the ban on races on half-mile tracks several years ago and refuses to recognize records established on such courses.

No Speeding in Brooklyn Dealers' Run

The Brooklyn Motor Vehicle Dealers' Association held a meeting recently at which plans were consummated for the Brooklyn Reliability Contest, which is scheduled to be held over Long Island roads on Tuesday and Wednesday, August 9 and 10. Owing to the general disapproval of the disregard of speed laws by participants in similar events held on Long Island in the past, efforts are to be made to suppress the speeding tendencies of the contestants in the event on August 9 and 10.

There will be two divisions of cars in the run, contesting and tourists. There are five trophies offered for the contesting division and two for the tourist section. There is a trophy for each of the following divisions in the contest section: 1A, for cars selling for \$800 and under; 2A, for cars selling for \$801 to \$1,200, and 3A, for cars selling for \$1,201 to \$1,600. The touring cars and runabouts in divisions 4A, 5A, 6A and 7A, which sell for \$1,601 and over, will each compete for a trophy. There are two prizes in the tourist section.

In order that a winner be involved in the several divisions of the contesting section it was decided that the participants compete under conditions similar to those which the contestants in the tourist section are to run under. In brief, the plan is that the contestants will be on a time schedule fixed by the contest committee before the start. Each driver will be told the number of miles per hour he is to travel, as well as the total mileage for the day and the contestant whose car runs in the

most consistent time to that schedule will be declared the winner in each division. Hidden controls will be established at several points along the route and only Referee A. R. Pardington will know exactly where they are located. As the cars pass a hidden control the time will be recorded and will figure the consistency of a car's final running time. In addition to being checked in at the hidden controls, cars will also be checked at noon and night controls.

The participants in the contesting division must adhere to the rules of the A. A. A., which govern the contest and they will be penalized for any road work and repairs made to a car and for lateness at controls. Those in the tourist division can practically do as they please so far as making repairs, stopping and taking on fuel is concerned, but to compete for the trophies they must cover the entire route.

Nine cars have been entered for the contest division and two for the tourist section, as follows:

Contest Division.—Stevens-Duryea, I. M. Allen Company; Maxwell, I. C. Kirkham; Columbia, I. C. Kirkham; Haynes, Joseph D. Rourk; Inter-State, H. G. Martin; Ford, Bishop, McCormick and Bishop; Hudson, Bruns Auto Company; Locomobile, I. S. Remsen Manufacturing Company, and a Ford entered by F. W. Matthews.

Tourist Section.—Ford, Bishop, McCormick and Bishop, and a White entered by Bofinger Brothers.

Better Roads in the Adirondacks

Residents and visitors to the Adirondack Mountains are about to make a vigorous campaign for the improvement of the highways in the mountains. The first organized effort in this direction was taken on July 23, when more than 200 owners of automobiles, including a number of summer visitors in the vicinity of Elizabethtown, N. Y., held a meeting at that place and appointed a committee, which has arranged for another good roads convention in Saranac Lake village on August 20.

The session of the general organization was presided over by Judge Richard L. Hand. State Senator James A. Emerson announced

his intention of introducing at the next session of the Legislature a bill for a special appropriation of \$1,000,000 with which to complete the chain of State highways through the Adirondacks to the Canadian boundary. S. Percy Hooker, chairman of the State Highway Commission, was one of the speakers, and gave the movement his indorsement.

The Colonial Yacht Club will hold its annual motor boat race for the Commodore's Cup to-day—July 30. The boats will be required to cover four circuits of a five-mile triangular course.

Minnesota Has "Little Glidden" Run

MINNEAPOLIS, Minn., July 25.—The second annual reliability run, or, as it is commonly known, "Little Glidden Tour," under the auspices of the Minnesota State Automobile Association, started from this city on Friday, July 22, with 18 cars participating as contestants and six as non-contestants. The entrants will be required to cover the distance from here to Sioux Falls, S. D., and return, approximately 658 miles, and at this writing they have turned the half-way mark and are headed for this city. Six cars were out of the perfect score column when the caravan reached Sioux Falls, 342.1 miles distant.

The start was made from in front of the St. Paul Hotel, commencing at 7:30 A. M. Friday, the following contesting cars, with drivers, being sent away at one-minute intervals:

1, Pierce-Arrow (Huckow); 2, Stearns (Littlewood); 3, Hupmobile (Starr); 4, Reo (Lewis); 5, Staver (Duis); 6, Halladay (Talmland); 7, Cadillac (Rudstenstad); 8, Auburn (Ranger); Regal (LaRoche); 10, Cole (Seifert); 11, Cole (Alson); 12, Ford (Hanson); 13, Franklin (Martin); 15, ——— (Shannon); 16, Glide (Sylvester); 17, Chalmers (Gilbert); 19, Cartercar (———).

After a run of 69.2 miles, the noon control was located at Owantonna, which was reached by all the cars. In the afternoon a run of 93 miles brought the tourists to Mankato, where the night stop was made. The 162.2 miles were covered by all the contestants long before schedule time, the going being good, except for short spells where the roads were in bad condition. The Auburn car, with W. J. Ranger driving, encountered tire trouble, but despite the delays, arrived at the night control with time to spare. The day's run was uneventful, the cars keeping at a steady pace, and few mishaps marring the sport. The Glide met with an accident that resulted in a broken spring, while the Halladay had trouble with new spark plugs.

The second day's run was completed when the contestants reached Sioux Falls, S. D., 342.1 miles from the Twin Cities. The two days' running over roads of all kinds, ranging from mountain passes and long, smooth, level expanses to veritable seas of weeds in which the machines were almost buried, had the effect of marring the perfect scores of several of the cars.

Beyond one car going into a ditch and roll-

ing over on its side, no accidents of a serious nature marred the smoothness of the run. Tire troubles and isolated cases of ignition trouble engaged the attention of the mechanics, who, otherwise, were enjoying an idle joy ride. Several fuel pipes became disconnected and one steering gear met grief, but all damages were such as could readily be repaired.

Three miles west of Windom, Saturday afternoon, the Auburn "40" went over the embankment when the Pierce-Arrow car, No. 1, entered by Reuben Warner, president of the association, attempted to pass it on a particularly narrow stretch of road. Walter Ranger, who was driving the Auburn, drew to the right of the road as far as possible and claims that when the Pierce car passed him it struck his machine on the left hub, pushing the car over the edge of the embankment.

The Auburn car ran over the side of the embankment and plunged downward on its side. The driver and the three other occupants, G. C. Appleton, Wilfred Chappel and Maurice Froelich, were thrown from their seats into the soft mud at the bottom of the ditch, but were uninjured. A refilling of water, gasolene and oil was all the Auburn needed, and it continued, reaching Sioux Falls ahead of schedule. One of the forward springs on the car was knocked backward a fraction of an inch. It is possible that the penalties may be cancelled in both cases, as the Pierce car was trying to regain its position in the line after having gone on a wrong road through a mistake of the pilot car.

Ten miles east of Luverne, the worst going during the trip was met in the form of four miles of weeds, ranging from two to five feet high. There was hardly the slightest semblance of a road and the tourists had to plunge blindly into the sea of green, not knowing what security their tires would reach or what obstructions the bodies of the car would clear.

The following are the causes for penalties already charged against contesting cars:

No. 6, Regal, breaking tool box seal.

No. 11, Cole, motor stopped for five minutes, caused by dirt in gasolene.

No. 13, Franklin, breaking seal. No penalty was assessed. The seal was broken to assist the Auburn.

No. 16, Glide, tool case seal broken.

No. 17, Chalmers, four minutes late at control.

No. 18, Cartercar, repairs to steering knuckle.

New Jersey Pleads with Massachusetts

BOSTON, July 3.—That the shoe now being on the other foot as regards New Jersey and its motorists elsewhere is beginning to pinch, is shown by the visit to Boston yesterday by Commissioner J. B. R. Smith, of the Motor Vehicle Department of New Jersey, and his appointing Francis R. Hurtubis, Jr., the agent for New Jersey in the Hub to grant licenses to New England motorists who propose to travel through that State. While Mr. Smith did not state that his visit to Boston was in reality brought about by the action of the Massachusetts Highway Commission in excluding New Jersey motorists not registered in the Bay State, yet that had something to do with it, no doubt. A few days ago a New Jersey physician went to Springfield to take a patient home, and while there in his motor car he was arrested and fined for not having a license from Massachusetts. That was a warning to others.

Commissioner Smith was rather surprised to hear that there really was so much antagonism felt in Massachusetts against the New Jersey law, and he stated that if the matter were fully explained, perhaps this feeling would change.

He believes that the trouble is due to the dissimilarity in motoring conditions between New Jersey and other States. He called attention to the fact that New Jersey, with New York City and Philadelphia, comprising a territory about the size of Massachusetts, whose motorists regularly use New Jersey roads, has a population of approximately 9,000,000.

He says that notwithstanding the alleged boycott of New Jersey by motorists, there are more non-resident than resident cars within the State, and that the aggregate horse-power of resident cars to non-resident cars is about in proportion of two to three; that there is available to these non-resident cars approximately 3,000 miles of improved Jersey roads, built at a cost of more than \$15,000,000, and costing last year more than \$1,000,000 to repair; that this year the State will expend over \$1,300,000 for repairs alone, and that the gross revenue received from motorists will only amount to about \$340,000.

He showed that the State is not only more than ordinarily attractive to motorists on account of its pleasure resorts and its good roads,

but is the thoroughfare for motorists from the North and from the South. He insists that motorists touring in New Jersey are not only not discriminated against, but well treated beyond those in other States. He claims that New Jersey motor regulation laws are the most liberal of those of any State; that because of their uniform speed and traffic regulations, no municipality is able to pass ordinances at variance with the State law; that because of its extensive system of licensing agencies, less trouble is caused to motorists in registering than in any other State; that because of the central authority vested in the State Motor Vehicle Department police methods are much more uniform and more liberal than elsewhere; that because of this speed traps have been completely abolished and, although motor travel is several fold greater in New Jersey than elsewhere, both the number of accidents and number of arrests are actually less.

This condition, Mr. Smith believes, is made possible only through the central authority, which co-operates with the local police forces, co-ordinates the methods of their work, acts on a broad plane always for the encouragement and protection, not the discouragement and the punishment of motorists. In other words, in New Jersey motorists and authorities co-operate for the better protection of all road users.

Because of these things, Mr. Smith insists that New Jersey not only does not, but never has, discriminated against motorists, either resident or non-resident, but, on the contrary, has done and is doing more for motorists than its neighbors. He claims that while other States have, from year to year, been making their exactions more rigid, New Jersey has, because of its general policy, been growing more liberal; that it is naturally a pioneer in motor regulation; that many problems that are just now coming up in other States have already been met and solved in New Jersey. The speed problem, the convenient systems of registration, the licensing of chauffeurs and drivers, the most efficient methods of securing compliance with the law and the enforcement of penalties are all questions that now give comparatively little concern to New Jersey.

For these and many other reasons, Mr.

Smith insists that the adverse criticisms of the New Jersey motor laws are unjust and unfair. He believes that every State must be presumed to know best its own interests. He can clearly understand why it is that some States find it to their advantage to admit non-residents free and he believes that as soon as some way is found (which he believes will not be long, as rapid strides are now being made) to protect the roads from destruction that New Jersey will be glad to pursue a similar course, but while the present rate of road deterioration continues, unless some means are taken to repair the damage as fast as it is caused, there soon will be no improved roads. He does not, however, believe that the time is yet in sight when registration may be safely abolished.

Many motorists fail to understand the distinction between free privileges and non-registration. They ask for one oftentimes when they mean the other. Mr. Smith holds autoists should, for their own protection, insist on registration, especially in New Jersey. It is by registration only that the central authority can obtain jurisdiction, and such jurisdiction, as before pointed out, is necessary to the greatest freedom and the greatest protection of motorists. Without jurisdiction he insists that the enforcements of the laws would fall back again wholly on the local authorities, and without State assistance they would be helpless except for immediate arrest. This would mean the return of the detested speed trap, the annoyance of trial and sentence by local authorities with all its attendant trouble and frequent in-

justice, and in the end justice would not be so well served, while motorists would be put to much greater trouble than they now are.

When asked what New Jersey intended doing about the retaliatory efforts of other States, he said that New Jersey, as he understood it, proposed to do everything in its power to show to other States that it was being unjustly criticised, that it hated the spirit of retaliation as a relic of barbarous days, that in the end nothing but harm could come from it. New Jersey believes rather in a spirit of co-operation, that it claimed the same right for itself to legislate without interference that it accorded to others, and insisted that its legislation is as honest, as intelligent, as liberal and as progressive as that of any other State.

Mr. Smith said that he had already appealed to the Pennsylvania authorities to do justice, and would appeal to those of Massachusetts and of New York if the reports of their proposed policy proved to be true to give to New Jersey the same consideration; that he hoped and expected that a spirit of fair play would yet prevail, but if such is not to be the case, New Jersey, he believed, would not be coerced; surely the department of motor vehicles would not countenance coercion so long as he is at its head. The law gives him the power to withhold at his discretion any tourists' license, and until the law is repealed or as long as a spirit of retaliation actuates other States, he will feel it his duty to withhold tourist privileges from the residents of those States where retaliatory policies prevail.

Scouting for the "Around Georgia" Run

The Buick scout car on the "Around Georgia Good Roads Tour" being conducted under the auspices of the *Atlanta Constitution*, *Savannah Morning News*, *Macon Telegraph* and *August Chronicle*, was warmly welcomed at every city it touched and warmly entertained during its stay there.

So warm was the welcome extended the car that it was a day and a half late in its return to Atlanta, arriving in that city on Wednesday night, July 27. The car covered 900 miles of straight road, and about 100 miles additional in side trips, but returned to Atlanta in fine shape.

Frank Weldon, the correspondent of the four big dailies mentioned, says that the citi-

zens all over the State are enthusiastic for the tour to start and that more entries than ever before are promised. He estimates that the entries will exceed 700.

The entries will not all start from Atlanta, or any one given point, but will start and finish in their own town, thus making a complete tour of the State. Checking committees will be sent with the cars from each town and each town will naturally have its different night and noon controls during the trip.

It is estimated that the tour will consume about ten days, allowing for the numerous celebrations that are sure to be given in every town upon the arrival of a new division of tourists.

Mexican Roads Trouble "Three Flag" Tourists

Nothing that Canada or the United States could offer compared in any way with the terrible reception given the Flanders "20," which is making a tour "Under Three Flags," when it left Neuva Laredo, Mexico, and started on the last lap of its journey, which was to take it to the City of Mexico. Not that the natives were unkind. Far from that, for there were very few natives encountered and most of them ran at sight of the car. But the roads—

Leaving the line on July 7, it was six days later before the car and its crew again reached a place civilized enough to possess a telegraph station. The floods of last fall had devastated the Santa Carnita valley and had completely obliterated the old stage roads. What little information had been given the tourists proved to be false, and the car's crew was forced time and again to retrace its trail and start off on another route.

In addition to this, it was frequently necessary to build a road for the car to travel on. Recurring arroyoes, or dry water courses, added some zest to the trip, and it was a common occurrence for the car to coast down a 45 per cent. grade and then have to be hauled up the other side of the channel. One arroyo was fifty feet deep, had precipitous sides and extended for five miles completely across the valley. A detour of twenty miles was necessary before the tourists could get on the other side.

Despite all these hardships, the car reached Saltillo, Mexico, on July 13, and the tourists, who by this time had quite a smattering of Spanish words, at once set out to learn the route over the mountains. Several routes were pointed out to them, and they decided to take them in their order, crossing the range on the first one that was passable. Then they turned in for the night.

But the night of July 14 found the tourists still in Saltillo, although they had not spent the day there by any manner of means. The day was passed in driving the car over a variety of goat trails, canyon beds, arroyoes and barren mountain sides in a vain attempt to find the much-touted passes. The mileage for the day was 142, and yet the car only managed to get back to its starting point. This was not the fault of the car or its crew, but was due to the wrong directions given the tourists.

The day's work was so discouraging to Lane and Bruske that they decided not to attempt to cross the mountains, but to continue on their trip by crossing the desert of Central Mexico and then make an attempt to cross the mountains.

Road information in Mexico proved to be both a snare and a delusion to the crew of the "Under Three Flags," Flanders "20," on their trip to the capital of that country. Time after time they were forced to go back over their trail and their progress was far from satisfactory. Then the fever, which is so prevalent in that section, caught Interpreter Applewhite, of Laredo, in its grip and he was compelled to give up the trip at Ramos Arizpe and return to his home. Mr. Boardman was selected at that place and he went on with the crew. He proved an almost invaluable ally to Lane and Bruske, as through his knowledge of the many dialects in use in the mountainous sections, he was able to obtain information which otherwise would have been lost.

The car left Laredo, Texas, with an added equipment of folding cots and blankets, a compact cooking outfit, provisions for three days, two large canteens containing a reserve water supply, and a mattock, the increased weight of which raised the car's total, passengers included, to considerably more than 2,500 pounds—a figure at which the Flanders carried a cargo of nearly pound for pound of her own weight. The road was little more than a cattle trail from ranch to ranch and nearly all the little Mexican ranches had been deserted, on account of the long-continued drought.

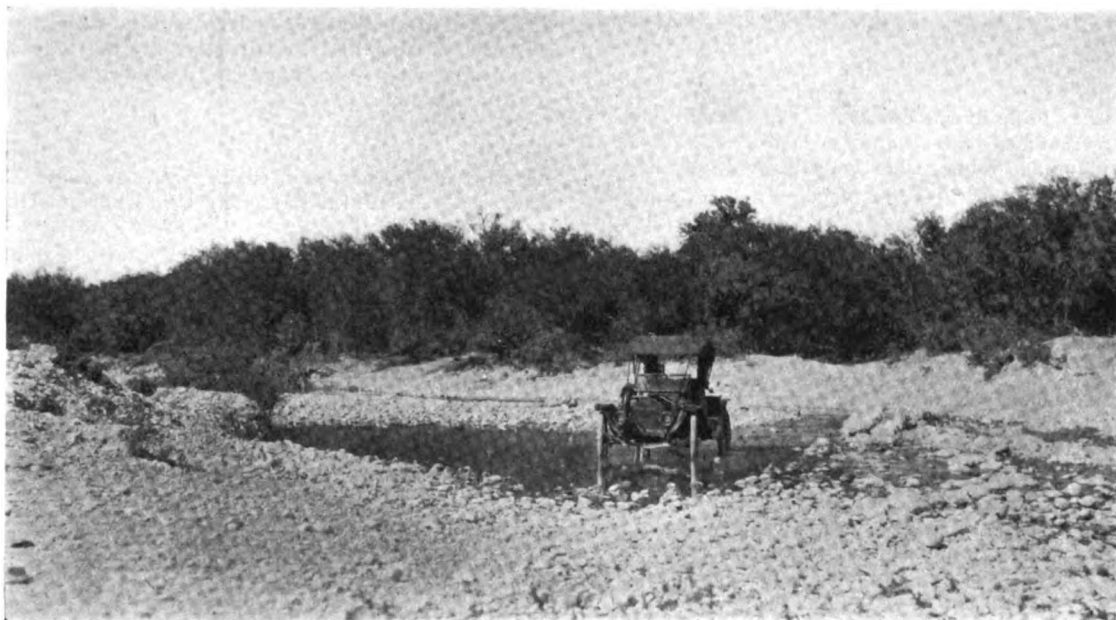
The desolation worked on the nerves of both members of the crew. For mile after mile the car traversed a rolling waste of alkali, bristling with cactus, marked with an occasional dwarf palm, spotted with thorny mesquite, seamed with arroyos and inhabited sparsely by jackrabbits and coyotes. Once in 20 miles, perhaps, a dry water-hole would be passed, strewn with the bones of the cattle that had perished there. In some cases a few survivors, staggering with starvation and weak from thirst, would be seen, their mouths swollen open from the results of their desperate effort to prolong their existence by means of the prickly pear. Overhead soared

the vultures, awaiting the inevitable time when one more of the poor brutes should succumb and become carrion.

Undoubtedly there once existed a road between Saltillo and San Louis Potosi. Had the trip been planned 20 years ago, one day would have been ample. But the construction of three lines of railroad traversing the valleys of the mountains which form the characteristic feature of the region has completely abolished all through traffic and, in some cases, all travel between villages. The disastrous flood, which wiped whole towns out of existence last September, had completed the

railroad, guarded day and night by men whose duty it was to report engineers attempting to make more than one mile an hour across the bridge, which was only a slender framework of ties, and to prevent the public from using it. The railroad officials refused to make an exception of the "Under Three Flags" car. They would consent, however, to allow the use of a flat car as a ferry boat. In this way the transit was made, materially assisted by a number of gratuitously loaned peons from the camp.

From Paredon the car reached Saltillo by bumping the railroad ties, pounding over



THE MAIN "ROAD" BETWEEN MONTEREY AND LAMPAZOS

annihilation of the highways, cutting them up into a mere series of arroyos from one to 40 feet in depth, with steep sides and covered with rolling rocks.

At Paredon, the trail was discernible for more than half way. Then it ended at an arroyo so deep that only around the hour of noon was the bottom visible from the top. On the bank was a camp where the railroad was raising the grade and restoring the steel bridge, washed away in the flood, though partially discernable a mile away, high against the dry side of a mountain. Another camp contained a party of scientists, exhuming the bones of pre-historic animals laid bare by the flood. A temporary bridge was in use by the

the rocky bottom of the Saltillo canyon and following whatever trails there were along the general line of travel.

At San Louis Potosi, where the tourists arrived on July 19, they learned that it would be necessary for them to build highway for a considerable portion of the distance to Queretaro, but this did not dismay the crew, who believe they are entitled to diplomas as civil engineers after the experiences they have undergone so far. A new mattock was purchased at San Louis Potosi, the one purchased in Laredo having been worn out by the tourists in transferring the ragged tops of arroyos into more useful positions at the bottom.

More Leather and Gold Binders Sent Out

AUTOMOBILE TOPICS leather and gold binders will be found in every trade center and in almost every salesroom, factory, etc., in the country. When the first lot was sent out in the New York district, several weeks ago, they were received with instant favor, the recipients agreeing that they filled a long-felt want. Deliveries are now being made to other cities, and the appended extracts from letters received will demonstrate the appreciation bestowed upon them:

We beg to acknowledge receipt of your leather and gold binder for Automobile Topics, for which please accept our thanks.—The Auto Shop Company, 731-805 Vincent Avenue, Cleveland, O.

We beg to acknowledge receipt of leather and gold Automobile Topics binder for use on our library table in our office, for which kindly accept our thanks.—The Diamond Rubber Co., 1523-31 Michigan Avenue, Chicago, Ill., by E. B. Huyler.

We are just in receipt of your favor of the 18th, and also in receipt of the Automobile Topics binder. We wish to thank you for it, and would say that it will be very handy for us to carry an up-to-date issue of the Automobile Topics. Thanking you, we are, J. H. Brady Auto Co., 288-92 Jefferson Avenue, Detroit, Mich.—J. H. Brady.

We have received the binder referred to in your letter of July 18, which is a very handsome one and which the writer greatly appreciates. Thanking you, we are—The Goodyear Tire & Rubber Company, Akron, Ohio.

We wish to acknowledge receipt of the binder which you so kindly sent us a few days ago. Kindly accept our thanks for same.—Cadillac Motor Car Company, Detroit Agency, per Jos. A. Schulte, manager.

We want to acknowledge receipt of your Automobile Topics binder. It is very nice, and we wish to thank you for your kind remembrance of us.—The Fisk Rubber Company, Detroit, branch, W. J. Lambe, manager.

We beg to acknowledge with thanks receipt of handsome little binder in which Automobile Topics can be placed from week to week.—The Diamond Rubber Co., Akron, O.—Jos. W. Conner.

We have much pleasure in acknowledging the beautiful and gold binder which you so kindly sent us. We appreciate very much your kindness and assure you that the binder will be used to good advantage.—The Diamond Rubber Co. of N. Y., Detroit, Mich.—J. Q. Goudie, manager.

It affords me pleasure to acknowledge receipt of the beautiful binder which you were so kind as to send me, and I assure you that you could not have selected a more useful article. Thanking you for your kind remembrance, I beg to remain,—C. A. Coey. C. A. Coey Auto Service Co., 1710 to 18 Indiana Avenue, Chicago, Ill.

We beg to advise in answer to your letter of the 18th, that we are in receipt of binder for which please accept our thanks.—The White Company, 238-239-240 Michigan Avenue, Chicago, Ill., C. E. Denzer, sales manager.

We duly received your communication of the 18th, in which you state you were sending us under separate cover, one of your leather and gold Automobile Topics' binders. This binder has been received and we agree with you that it is an ornament to our salesroom. You may rest assured that we will utilize same, and thanking you for your courtesy in this matter, we beg to remain—The Firestone Tire & Rubber Co., Chicago, Ill.—H. L. Beers.

We beg to acknowledge of the binder for which kindly accept our thanks. It is a very neat and attractive article, and we will certainly use it to a good advantage.—Kompmeier Motor Car Co., Chicago Branch.

We have your favor of the 18th, and we are also in receipt of the leather covered binder for Automobile Topics and thank you for same.—Stewart & Clark Manufacturing Co., Chicago, Ill.—C. B. Smith.

We wish to acknowledge receipt of the handsome leather and gold Automobile Topics binder. We wish to assure you that we will be glad to use same around our salesroom. Thanking you for same, we are—The Wentworth Motor Car Co., 11406-11408 Euclid Avenue, Cleveland, O., Frank H. Adams, manager.

We have yours of the 18th and are pleased to acknowledge receipt of the leather binder for Automobile Topics, which came to hand a day or two ago. Please accept our thanks for this favor.—Continental Caoutchouc Co., Chicago, Ill., per C. O. Moore.

Yours of recent date received informing us of the binder mailed us under separate cover, and would say that we have received the binder and want to congratulate you on having a very neat arrangement, also that we are using it and admire it very much. Thanking you for your thoughtfulness, we remain—J. H. MacAlman, 96 Massachusetts Avenue, Boston, Mass.

Referring to your very kind favor of the 18th inst., for which we duly acknowledge receipt, we have also received the leather cover referred to in your communication. Please accept our most sincere thanks for this, and you may feel assured it will have a prominent position on our sales table. Again thanking you for your kindness in remembering us in this way, we are—The Thomas B. Jeffery Company, New England Branch, 93 Massachusetts Avenue, Boston, Mass.—E. J. Wall.

Replying to your favor of July 18, we take pleasure in acknowledging receipt of your Automobile Topics binder, for which we thank you very kindly. We shall place this in our office and put it into service immediately.—The United Rim Co., Akron, Ohio. J. H. Wagenhorst, manager.

COMMERCIAL MOTOR VEHICLES

Many Entries for Tests

Entries for the Philadelphia *North American's* run of commercial vehicles from Philadelphia, Pa., to Atlantic City, N. J., and return on August 12 and 13 are coming in daily, principally from large business houses whose proprietors welcome the opportunity for a demonstration of the efficiency of the power-propelled vehicle as a medium of transportation.

While the pleasure car manufacturer has been able to profit by reliability contests, the maker of commercial cars has been compelled to be content with private and costly demonstrations to each prospective purchaser. It has sometimes, in the nature of things, required as long as a month to demonstrate the superiority of the automobile over the horse for the purpose of merchandise delivery. When the deal was finally closed with one merchant, the success of the experiment did not necessarily convince the man in another line of business. Consequently, the demonstration had to be repeated in many cases.

It is believed that a run such as is planned by the *North American*, participated in by dealers in flour, silverware, clothing, furniture, machinery, coffee and the hundred and one things whose transportation is expedited by the motor truck, will be the most convincing kind of demonstration of the advantages of the modern delivery service.

Among the firms which have sent in their entries either to Harry Harbach, secretary of the Quaker City Motor Club, or to George M. Graham, automobile editor of the *North American*, are: Shane Brothers and Wilson, of Philadelphia; Mack Brothers' truck, Allentown, Pa.; John Wanamaker, Philadelphia and New York; Packard Autocar and Commercial Truck Company, electric; Strawbridge and Clothier, Autocar; Schleicher Company, of New York, one car; Garford Company, of Elyria, Ohio, Garford truck; Bailey, Banks and Biddle Company, Autocar; J. B. Van Sciver, of Camden, N. J., one or two Reliance trucks; Baldwin Locomotive Works, one truck.

Inquiries are pouring in from all over the country and the prospects are that this first competition for "freight cars" will not only

boast a numerous and diversified list of starters, but will also result in the securing of invaluable data which could not be obtained in any other way.

Additional interest has been lent to the run by the announcement that Mayor Stoy, of Atlantic City, who has on more than one occasion shown himself the upholder of progress as represented by the automobile, will give enthusiastic aid to the project. He will himself welcome the participants, will have the shore police force in charge of keeping a clear course for the cars and will have a runway erected, which will be sufficiently strong to sustain the weight of the heaviest power wagon. This runway will be erected from the street to the boardwalk to permit the trucks to be driven to the new Million Dollar Pier, where all the contesting cars will be on exhibition. This feature, made possible through the co-operation of Captain Young, will add to the value of the run as it will be at a time when the resort will be crowded with merchants and business men, many of whom are likely to be interested in power delivery service as applied to their own branch.

R. E. Ross, chairman of the Contest Committee of the Quaker City Motor Club, which body will look after the conduct of the run, will act as referee. G. Hilton Gantert will be the chief starter, and Paul B. Huyette, chief timer. P. D. Folwell, local representative of the American Automobile Association, will accompany the run in his official capacity and will make a complete report to S. M. Butler, chairman of the American Automobile Association Contest Committee. This report will be used as a basis of future competitions under American Automobile Association authority.

The six controls will be located at Camden, Hammonton and Atlantic City on the way down and Atlantic City, Hammonton and Camden on the homeward trip. No penalty will be placed on any vehicle which crosses the finish line either at Atlantic City or Camden not more than ten minutes ahead of time. Lateness, however, will be the cause for penalization on the basis of one point for every half-minute.

The calculation of cost, which will be an

important determining factor in the awarding of prizes, will be limited to the expenses involved in the gasoline used. It was decided that the amount of lubricating oil will be too small an item to come into the calculations, and it could be determined only by an exhaustive examination of the cars. Electric cars will be required to carry meters and the amount of current they use will be the basis of calculating the cost.

Following is a list of the entries to date:

Manufacturers' Division, Class A.—Strenuous Randolph, Randolph Motor Car Company; Chase, Commercial Motor Car Company; Chase, Commercial Motor Car Company; Franklin, Franklin Motor Car Company; Grabowsky, Edgar W. Hawley; Martin, Martin Carriage Works. Class B.—Garford, Garford Motor Truck Works. Class C.—Grabowsky, Edgar W. Hawley; Frayer-Miller, Kelly Motor Truck Company, of Philadelphia; Schleicher, Schleicher Motor Vehicle Company; Standard, Standard Gas and Electric Power Company; Gramm, A. T. Gardner.

Private Owners' Division. Class A.—Autocar, Strawbridge and Clothier; Autocar, John Wanamaker; Commercial truck, John Wanamaker; Autocar, Bailey, Banks and Biddle; Autocar, Bailey, Banks and Biddle; Stoddard-Dayton, Bailey, Banks and Biddle; Autocar, Lindsey Brothers, Inc.; Autocar, Consolidated Rubber Tire Company; Maxwell, Coca Cola Company; Chase, Freihofer Baking Company; Autocar, Cluett Peabody and Company. Class C.—Mack, Shane Brothers and Wilson; Saurer, Baldwin Locomotive Works; Saurer, Baldwin Locomotive Works; Parkard, John Wanamaker.

Another Railroad Using Motor Cars

The Southern Railway, on July 28, installed a gas-electric motor car service, in addition to its steam service between Greenville and Anderson, S. C., a distance of 37 miles. The trip is made in an hour and a half, including all stops. Two round trips are made every day, which gives more frequent communication between Anderson and Greenville, and facilitates the transportation between Piedmont, Pelzer, Williamston and Belton and other intermediate stops.

To Manufacture Auto Fire Apparatus

W. W. Wunder, a select councilman at Reading, Pa., is organizing a stock company, to be capitalized at \$50,000, for the manufacture of automobile combination chemical wagons, hook and ladder trucks and hose carriages and general commercial cars. He has an option on

a factory building fully equipped with machinery, and a large addition will be built to it in order to facilitate the building of every part which goes into the makeup of the cars. Mr. Wunder has been in the manufacturing business in Reading for the last twenty-one years, building chemical wagons, hose carriages and hook and ladder trucks. He is secretary of the Pennsylvania State Firemen's Association, and says that it is his opinion that the day is not far off when every fire department throughout the country will be saving time and money by using automobile fire apparatus.

Proposed Automobile Line for Kentucky

An automobile passenger and freight carrying line between Bowling Green and Scottsville, Ky., between which there are no railroad connections, is proposed, and it is announced that machines will be purchased shortly. The mail contract will also be sought by the new company.

Bids Received for Motor Police Patrol

Reading, Pa., has received bids on a new automobile police patrol wagon, which will be purchased soon by councils of the city. The bidders were: Woodhouse Manufacturing Company, four-cylinder, 40 hp., \$4,300; Studebaker Brothers & Company, \$3,750; General Vehicle Company, Long Island City, L. I., \$3,100, for an electric vehicle; Berks Auto & Garage Company, Reading, \$1,850; Autocar Company, Ardmore, \$2,500. The Autocar was demonstrated to the city officials.

Rambler Commercial Vehicles Popular

The Thomas B. Jeffery Company, of Kenosha, Wis., makers of the Rambler, is receiving many orders for commercial vehicles, consisting of special bodies on the regular chassis. San Diego, Cal., now has in service a 45 hp. Rambler fire truck; Harrisburg, Pa., a 45 hp. Rambler combination ambulance and police patrol; Pomona, Cal., a Rambler chemical truck. The J. F. Thompson Repair Company, of Oakland, Cal., is using a 45 hp. Rambler as a traveling repair shop, a special body being mounted on the regular chassis.

The company is now working on the 1911 production of 2,500 cars. The first 1911 model, known as No. 64, a development of the 1910 Model 54, was given a severe test in the Wisconsin reliability tour, July 18 to 23. After

running about 350 miles over rough roads, the left rear wheel was torn off, the bolts having been sheared. According to Edward Collier, chief tester, who piloted the car in the tour, he anticipated trouble in this direction, because the wheel bolts used in the new model were practically the same as in the 1910, while the weight of the chassis and wheels had been increased. The loss of the wheel piled so many points on the entry that it was withdrawn when the tour ended, and the car did not go through the final examination. After heavier bolts were placed in the wheel no trouble was experienced, and no penalties were attached to the car, excepting for the wheel trouble.

Auto Parcel Delivery Company Formed

The Auto Delivery Company, of Portland, Ore., has been organized, with a capital stock of \$35,000, for the purpose of establishing a parcel delivery system for Portland. Ten White gas cars and two White gas trucks is the initial equipment purchased for the new concern. The company will maintain its garage on 12th Street, between Stark and Burnside. P. E. Beam is the manager of the organization. In addition to maintaining a parcel and delivery system, a motorcycle and messenger service will be established in the near future.

P. & R. R. R. Purchase 4 Motor Trucks

The P. & R. Railroad Company has in operation on its Reading division four motor trucks purchased from the Sheffield Company, of Three Rivers, Mich. The trucks carry two and three men and are used mostly in the automatic signal department of the road. They have been known to attain a speed of 50 miles an hour on a straight track.

New Sampson Building Started

The foundations are in and the footings laid for the monster building which will serve as the Detroit plant for the Sampson Commercial Wagon Company, one of the branches of the U. S. Motor Company. The scene of building activity is on the big piece of acreage out Oakland Avenue, part of which now is occupied by the Brush Runabout factory. The Sampson building will be 1,050 by 150 feet in size and when the first 400 feet of it is finished, which is expected to be by August 15, General Manager Morris Grabowsky, of

the Alden Sampson Company, will move into that part. The entire building is to be done by September 15. Last week contracts were let for the administration building, which will be 55 by 75 feet, two stories in height and of white pressed brick. These buildings, together with the drop forge, foundry and miscellaneous shops will make it possible for the Sampson Company to produce all of its one-half, one and two-ton trucks in Detroit. The heavy three, four and five-ton trucks will be built at the Pittsfield plant.

70,000 Miles by Delivery Wagon

B. Siegel & Company, a leading Detroit firm handling women's goods, has ordered three more Cartercars. They will be four-cylinder, the same chassis as the model L touring car, and will be fitted with a particular style of delivery body. Mr. Siegel has purchased four Cartercars in the past and the first one is claimed to have gone 70,000 miles in its work and to be still doing well.

New Company Formed in Newark, N. J.

The Commercial Maintenance and Motor Company has been formed in Newark, N. J., with Robert O'Gorman as president; S. A. Halsey, vice-president; G. D. O'Gorman, secretary and treasurer, and W. H. Osborne, general manager. The new company will occupy the garage recently erected by Jacob Holle, 10-18 Shipman street, and expects to do a general motoring business as well as repair work. The company has secured the local agency for the Grabowsky power wagon.

New Omnibus for London

A new form of motor omnibus has just been built in England, after four years' experimentation. In general appearance the vehicle resembles a touring car, wire wheels being used, with the solid rubber tires vulcanized directly onto the rims. The new car is only 17 feet 10 inches in length and will carry sixteen passengers inside and eighteen outside. On account of bridges and other obstacles in London, where it is expected the new vehicle will be operated, omnibuses may not exceed 12 feet 6 inches in height. The new machine is nine inches lower than this.

The new motor omnibus will, it is claimed, largely relieve the present strain on the omni-

bus driver. A simple lever on the top of the steering wheel entirely controls the speed of the vehicle, and there is no gear box at all. There is another lever on the same wheel for working the gasoline supply on the throttle principle. A single pedal operates the magnetic brakes, in addition to which there are two internal expanding shoe brakes to the front wheels, so that the four wheels of the machine can be braked, thereby obviating skidding. It is further claimed that the absence of a gear box and the employment of a worm drive to the wheels will prevent the sudden jerks and the grinding noises.

It is predicted that there will be a great saving in the mechanism, as it will not be necessary to race the engine when going up hill or when the vehicle is started.

The machine will have a body of sheet metal, and so riveted that there will be little rattling, "while the peculiar system of suspension, wherein incidentally the whole roof portion of the omnibus rests directly on the springs in place of being supported on them only through the lower part of the body work, furnishes a luxuriousness in riding in combination with silence that is certainly a revelation."

New Taxi Company Expands

The Taxi Transfer Company, which was organized in Indianapolis, Ind., a short time ago with an authorized capitalization of \$50,000, has leased the Washington Skating Rink, at Pine and Washington Streets. The company will have garage facilities for 200 cars and will also have ten taxicabs and ten baggage and parcel delivery wagons.

Work for Press Agent

The Randolph Motor Car Company is planning to launch a novel publicity scheme. One of the one-ton trucks will make a tour of the cities where big conventions are to be held. It will be in charge of an expert operator and will carry a full camping outfit.

Economy of Motor Delivery Proven

That motor vehicles are really economical for delivery purposes has been proven to its satisfaction by the Forbes & Wallace department store at Springfield, Mass. The firm uses an Oldsmobile delivery wagon, a Knox truck for furniture and a motor cycle for spe-

cial quick deliveries. The Oldsmobile has been in service since May 1, 1909, during which it covered 13,700 miles in suburban delivery work, making a splendid record. Here are the items:

Total number of bundles delivered.....	27,000
Expense, including storage, oil, parts and labor	\$ 368
Tire bill	217
Gasolene	119
Registration	10
Wages	559

Total\$1,273

The average cost of delivery per bundle roughly estimated is put at 4½ cents. This excludes depreciation, which the owners figure at 33 1-3 per cent. per year and which would bring the cost per bundle to 6½ cents. The cost of delivery by horse-drawn vehicles was found to be 9.8 cents. The firm will increase its motor service. Even with the motor cycle the cost per package has been only 6½ cents.

Bids Open for Mail Cars

Bids will be received by Robert Bryson, postmaster of Indianapolis, Ind., until October 1, for the services of four automobile mail collecting cars and as many drivers. The present contract is held by the Overland Automobile Company, which receives \$8,000 a year.

Seitz Double Transmission Truck

The Seitz Automobile and Transmission Company, of Detroit, Mich., plans to put out a truck with a double transmission, which is claimed to make it easier to handle, quicker to start and to give it greater pulling power. Stock in the company is being sold and a factory will be erected in Wyandotte.

Motor-Driven Money Wagons

Boston banks are taking readily to the commercial vehicle for transporting funds. The Shawmut National has in use a Waverley electric, and of late has been using a White steamer as an auxiliary. The People's National Bank is also using a small electric, and now the First National Bank has given the General Vehicle Company an order for a specially built wagon for transporting money. This is to be built with a steel cage, having seats for messengers and guards, and will be fitted with all devices to prevent tampering from the outside.

INDUSTRIAL AND TRADE NEWS

At a meeting of the directors of the Columbia Motor Car Company, held in New York, Henry W. Nuckols was elected president of the company. Since the organization of the Columbia Motor Car Company he has been its vice-president and general manager, and he now succeeds Mr. Herber Lloyd, of Philadelphia, who consented to enter the company during its formation.

Mr. Nuckols has been identified with the manufacture of Columbia motor cars for five years. Previous to the formation of the Columbia Motor Car Company he was one of the two receivers, and the active manager under the receivership of the Electric Vehicle Company. Previous to that time he held various positions with the Electric Vehicle Company, holding the office of secretary and treasurer at the time the receivers were appointed.

Financial troubles that have been hovering over the Mora Motor Car Co., Newark, N. Y., crowded thick and fast recently and forced the concern into a receivership. The court appointed George W. Todd and Horace McGuire receivers, and they took over the affairs of the company last week. As soon as they got their bearings they issued the following statement:

"The undersigned have recently been appointed receivers of the Mora Company and are now in possession of its business and manufacturing plant. We have been led to believe that a reorganization of the company by its creditors, and others, will be brought about in the near future. In the meantime we shall endeavor to keep the plant in operation. We hope to have uncompleted cars completed and to be able to supply the demand for cars as fast as orders are received.

"We shall endeavor to preserve the high reputation of the Mora, which has been earned through advertising and performance. We hope our receivership is but temporary and that soon a new company or a reorganization of the present company will be in possession of its assets."

So great is the demand for Simplex cars on the Pacific Coast and in the Middle West that the Simplex Automobile Company, whose fac-

tory is at 614 East 83rd Street, has announced that it is no longer able to handle all its orders from that section. The remarkable and consistent showing made by Simplex cars in contests of all sorts has had considerable to do with the popularity of the New York-made car. It is a fact that the Simplex has won every race in which it has been entered in the last two years.

That the Simplex will play an important part in the big motoring events of this year is evident in view of the announcement that cars of this make will be entered in the Vanderbilt, Lowell and Fairmount Park road races. Henry B. Harris, the theatrical man, has already declared his intention of entering his Simplex car in this year's contest for the Wm. K. Vanderbilt, Jr., cup.

It was only last week that the speed of the Simplex was shown to 18,000 persons who attended the matinee race meet of the Motor Racing Association at Brighton Beach. Driven by George Robertson, a Simplex won a match race with a Fiat, piloted by Ralph De Palma, in straight heats. During the second heat, at two miles, Robertson negotiated the second circuit of the mile track in 51 4-5 seconds, faster than a mile had ever been traveled before on the Brighton Beach track.

R. G. Kelsey, general manager of the Carhartt Automobile Sales Company, the Eastern distributors of the Carhartt car, with headquarters in the Hotel Plaza, recently returned from a run through the country lying directly north of Albany, and he reports that territory to be the most ideal motoring country he has ever discovered in a rather wide driving experience. This trip was occasioned by the recent opening of the Carhartt company's northern New York agency, of which William M. Gage, son of William Gage, proprietor of the United States Hotel, is the chief representative. Associated with Mr. Gage is Mr. Meehan, of the First National Bank of Saratoga, and they have recently taken over a very extensive territory and placed a most satisfactory order for cars. The headquarters of the new agency will be located in the United States Hotel, thus carrying out the policy established by the Carhartt company in using hotels.

David Bruce-Brown sailed Saturday on the Cedric, taking with him his 60 hp. Benz car for his annual tour through Europe. On his return Brown will go into active training with the rest of the Benz team for the autumn contests and Florida speed trials next winter.

One of the latest arrivals on Automobile Row is the Dunlop-Taylor Motor Company, which will handle and distribute the Westcott "40," manufactured by the Westcott Motor Car Company, of Richmond, Ind., in New York City and New England. C. M. Dunlop is president and B. C. Taylor is vice-president and general manager. The Hudson County Automobile Company of North Bergen, N. J., is moving into new quarters on the Boulevard loop and Twenty-seventh Street, North Bergen, and in addition to a general garage and supply business will carry the Westcott "40" for Bergen County. F. C. Green is manager.

"Brazil, as well as other South American countries has awakened to the possibilities of the American automobile," said William L. Colt, president of the Colt-Stratton Company, New York State distributors for the Cole "30."

"A little over a month ago Senor Roman Jeria, a rubber plantation owner of Para, Brazil, was in New York City on a visit, and purchased from us a Cole '30' touring car, and on his return took the car to Brazil with him. As a direct result of this sale we shipped to Para three more Cole "30's" by steamer.

Buffalo

One of the requirements in New York's new motor car law is that all chauffeurs must answer a list of questions promulgated by the State. These bear on his personal habits, as well as his driving history, and an examination of any good-sized collection of application papers brings out some interesting facts. Recently forty-five applications were forwarded to Albany from Buffalo for men in the employ of the Pierce-Arrow Motor Car Company. That continuity of employment is more than a catch phrase at the Pierce-Arrow factory is shown by the fact that of the 45 men 33 of them have been with the company more than five years.

Some remarkable mileage has been piled up by the 45 men. Their total mileage, as given in the applications for licenses, is 1,943,000



GEORGE ROBERTSON AND THE SIMPLEX CAR FITTED WITH CONTINENTAL TIRES AND RIMS WITH WHICH HE WON THE HOUR RACE AT BRIGHTON BEACH, JULY 23



The Unparalleled Record of Simplex Victories in road, track and hill climbing events has been made with Simplex stock chassis.

On July 23, at Brighton Beach, the Simplex track racing car (the only special racing car we ever built), driven by George Robertson, defeated in straight heats the hitherto unbeaten Fiat Cyclone, driven by Ralph De Palma, also a special track racing creation. A stock 50 H.P. Simplex, driven by Robertson, was victorious in the one hour race at the same meet.

Simplex engineering produces winners regardless of the nature of the work, equal to any emergency of any kind at any time.

OUR 24-HOUR VICTORIES

1908—Robertson and Lescault, drivers.
1909—Robertson and Poole, drivers.
1910—Poole and Basle, drivers.

ROAD RACING TRIUMPHS

1909—Sept.—National Stock Chassis Race, Lowell, Robertson, driver.
1909—Oct.—Fairmount Park Race, Philadelphia, Robertson, driver.

CHASSIS—50 and 90 H. P.

BODIES—By Best Builders

SIMPLEX AUTOMOBILE COMPANY

1862 BROADWAY, NEW YORK CITY

Factory: 614 East 63rd Street

'PHONE: 5188 Columbus

Licensed under Selden Patent

Loose Sheets of This and Previous Sections May be Obtained by Remitting 10c. for Each

NEW YORK TO NEWPORT, R. I.

While not as much used, nor over roads as uniformly good as the route through Hartford and Springfield, this week's tour, the New York to Newport section of the route to Boston, possesses many attractions. It follows the shore of Long Island Sound all the way, ferry being taken from Saunderstown to Newport. The details:

Enter Central Park from Columbus Circle and keep to left at statue in fork. Over bridge and at Webster Monument curve left. At fork, right, and curve down grade past reservoir to fork. Here turn left and over bridge. Left curve and sharp right to Seventh Avenue. Turn left out of Park and into Seventh Avenue. Continue to 145th Street, where right and one block beyond over Lenox Avenue bridge. Turn left at corner, with saloon in red brick house on left. Into Grand Boulevard and Concourse. Right on Pelham Avenue. Cross Webster Avenue. Enter Bronx Park, and at end of Parkway turn left on the Shore Road and left over bridge across Eastchester Bay. Direct to end of brick road at foot of Cedar Avenue. Straight ahead onto macadam. To end of road at Echo Avenue of

New Rochelle (17.5 miles).

Left up Echo Avenue to intersection of Main Street, where right. Follow trolleys through Larchmont and direct into

Mamaroneck (21.2 miles).

Leave trolleys to left and direct to second fork, where right. Meeting trolleys again, follow same for short distance to fork at Rye, where take right-hand road up grade. Cross bridge over R. R., and at fork right; to end of road at S. Main Street. Left and direct to fork at business center of

Portchester (26.6 miles).

Right of bank and on Main Street. End of car line, right over bridge. Through 4-corners. Meeting trolleys, follow same to

Greenwich, Conn. (29.6 miles).

At fork right and follow trolley through Mianus to fork. Left to 5-corners. Right to center of

Stamford (34.8 miles).

On E. Main Street to fork at park; left and direct ahead on main road. Follow trolleys through Norton. Straight ahead, leaving trolleys. At fork beyond cross-roads, right to end of road. Left to center of

Norwalk (43.5 miles).

At fork, right, and over river. At next fork, at East Norwalk, left to cemetery. Right into Westport Avenue. Follow trolleys through Westport to junction of roads at Southport. Left with trolleys; right at fork to center of Fairfield. Follow trolleys to Fairfield Avenue and Main Street of

Bridgeport (57.2 miles).

After crossing bridges, left into Connecticut Avenue. Follow trolleys to

Stratford (60.9 miles).

Right and direct on main road to Milford. At end of Green, left and cross bridge. Where trolleys turn right, keep left and through cross-roads to 4-corners. Extreme left at fork to end of street at 5-corners. Left to Broad Street; to the end of same at George Street and left on College Street to

New Haven (74.5 miles).

East on Chapel Street to Ferry Street, where turn right and follow trolleys over Quinnipac River. Right on Farren Avenue. Direct to Forbes Corners. Trolleys to East Haven Green. Along left side of green and left at fork. Past Lake Solton-stall. To Green of Branford. Left, and at foot of hill, bear right. Direct on macadam, avoiding right and left fork to the western edge of

Guilford (90.1 miles).

To end of York Street and right on State Street. Left on Union Street. To 4-corners, where left. At second fork, bear right through 4-corners and straight past park at Madison. At fork, right through 4-corners. Into Clinton and direct to fork, where right on main road, avoiding next two right forks. Right at 3-corners, entering village of Westbrook. Left at fork and direct to

Old Saybrook (108.1 miles).

Left at town pump and to fork, where right. Cross R. R. twice near Saybrook Junction. Fork, right to Saybrook-Lyme ferry. Cross to Lyme side of Connecticut River and up grade to 4-corners, where left. Through E. Lyme to fork. Right and at next fork left on main road. Right at 3-corners. Pass two forks, and at next curve left. To Flanders. Follow trolleys across bridge, but where trolleys turn left, straight ahead. Again meeting trolleys, follow into Bank Street; to State Street of

New London (127.6 miles).

On State Street to New London-Groton ferry. Cross Thames River and run straight ahead to 4-corners, Groton, where left, curving right on main-traveled road. Into Old Mystic. At fork, right, and at next fork, left. Third fork, right, through 4-corners, and right at 3-corners. Meeting trolleys, follow to last left before R. R. outside of Stonington, where left. Right and left to end of street; left into Shore Road. To

Westerly, R. I. (145.6 miles).

Left and right on Granite Street (at fork), and right also at second watering trough in fork. On Main road and pass fork on right. Left on macadam at 3-corners. Right at 4-corners. At fork, straight and left at second fork. Straight for three miles, and right and left. Through Wakefield. At "T" in road right to Dale Carlia, 4-corners; right. About half a mile beyond, left. To end of road at

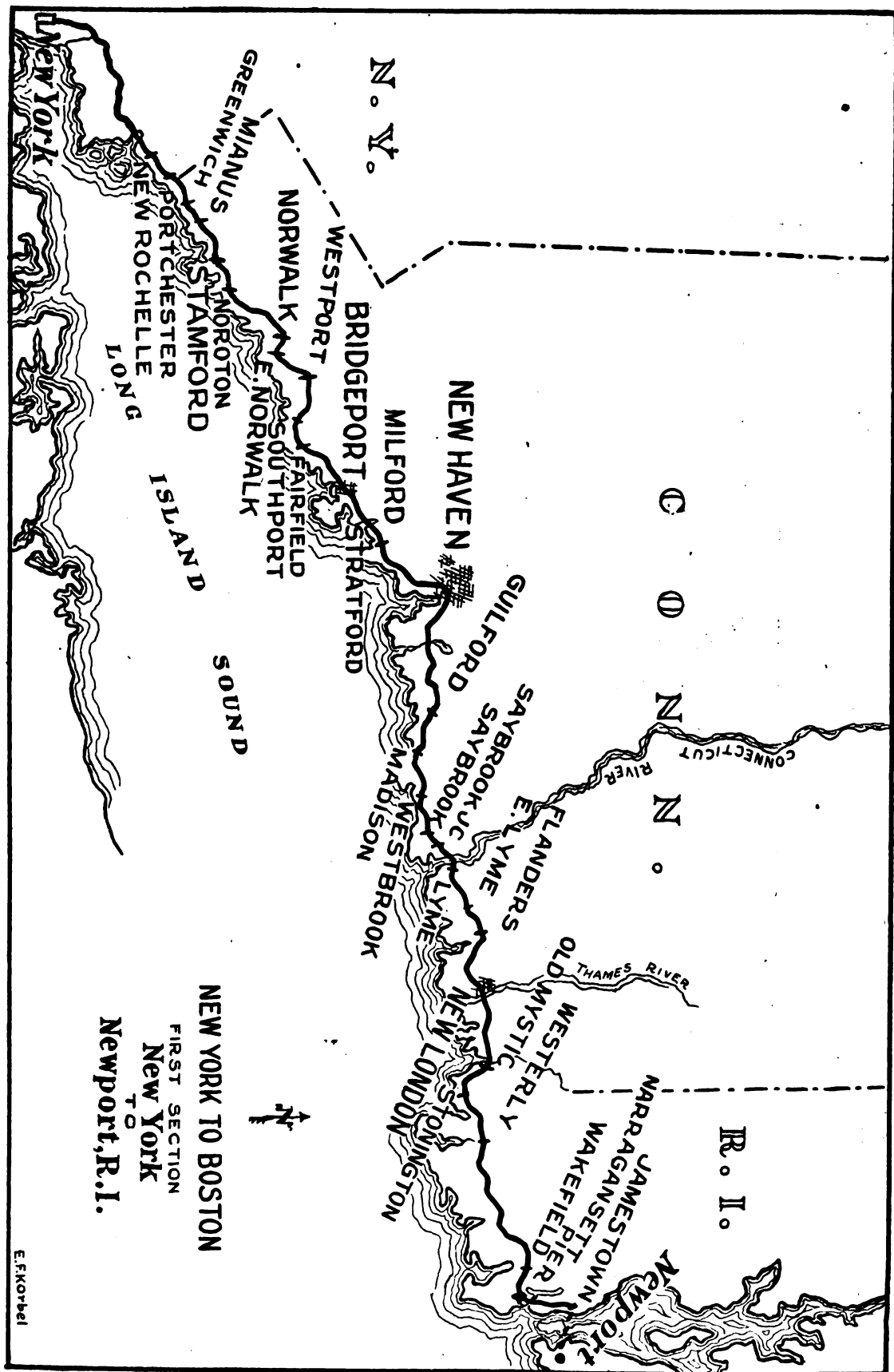
Narragansett Pier (169.8 miles).

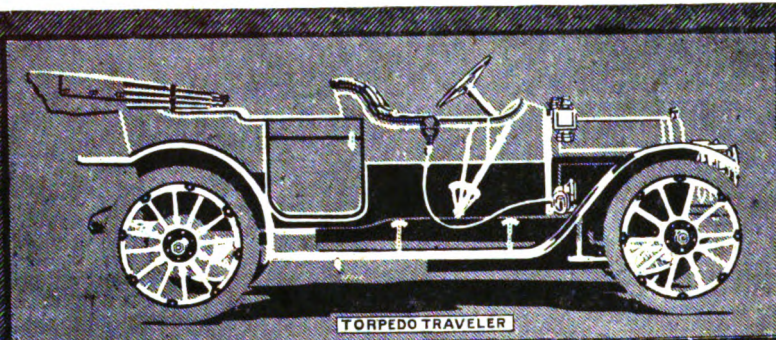
Left and over bridge to end of road, where right across trolley again to

Saunderstown (176.6 miles).

Right across trolley, direct downhill half a mile to ferry, where cross to Jamestown. Take main road, short distance across island, with second ferry to

Newport (178.6 miles).





TORPEDO TRAVELER

Carhartt Cars

\$2250

The climax of symmetrical beauty, motor construction and everlasting performance

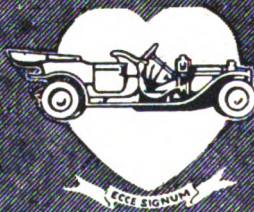
On Exhibition

Hotel Plaza

Carhartt Automobile Sales Company

General Offices

Hotel Plaza



New York

Please Mention AUTOMOBILE TOPICS When Writing.

miles, an average of 43,177 miles each. Seven of them have driven 100,000 miles or over, and two, being long-time members of the testing brigade, have piloted cars more than 250,000. Most remarkable of all is the fact that, despite the length of time the forty-five have been driving, but three of them have been arrested for speeding, and there have been but two serious accidents, an average of one arrest for every 623,866 miles and one accident for every 971,500 miles. In both accidents the drivers of the cars were held absolutely blameless and not even arrested.

At the Pierce-Arrow offices is an interesting collection of copies of letters that have appeared recently in England, dealing with the question of what the motor car of 1915 will be. They were occasioned by a prophecy made recently by M. de Saunier, a technical writer of France, who said that the highest grade motor five years hence will be one of eight cylinders, mounted V-shape.

If M. de Saunier's object had been to stir up a discussion he would have been eminently successful. As soon as his prediction was made a storm of protest arose from owners and manufacturers. Letters have been flying back and forth, but the consensus of opinion now appears to be that until someone comes forward with a motor that revolutionizes present gas engine practice the six-cylinder motor, as now constructed, will remain the nearest to practical perfection. Foreign experts believe the V-shaped, eight-cylinder has too many mechanical disadvantages to make it practical for motor car use.

The French prophet paid some attention to transmission and brake improvements, and with some of his ideas the English agree, the matter of the superiority of the six-cylinder motor being the only one on which they differ in unison from him.

Rochester

The Strong-Crittenden Company has been organized to handle the Lozier, Haynes and Pope-Hartford cars in this territory. The members of the firm are Henry G. Strong, president of the Rochester Automobile Club; Austin F. Crittenden, of the Crittendon Motor Car Company, and Henry D. Shedd. A building with a frontage of 49 feet on Clifton Avenue is in course of construction, and as soon as

it is completed it will be used by the new company as a garage.

Thomas J. Northway, agent for the Ford and the Oldsmobile, has nearly completed the three-story addition to his garage on Exchange Street.

The simplicity and clearness with which a new booklet issued by the Vacuum Oil Company, of Rochester, puts the question of automobile lubrication before the general public is well calculated to increase the interest and knowledge in such a subject. Under the caption, "What the Motorist Should Know," the booklet describes some of the needs of automobile machinery for an effective lubricant. It tells of the various grades of oils and why different parts of the same machine need different kinds of oil. Then it discusses the relative value of oils from the standpoint of gravity, viscosity, fire and cold tests. As an advertising medium, it is one of the best the manufacturer of mobiloils has yet published.

Utica

The Monarch Motor Washer, an automatic device for washing automobiles and so designed that it may be attached to an ordinary hose is being manufactured by the Novelty Supply Company, a new concern in this city. The officers of the company are: H. M. Cooper, president; E. M. Newton, vice-president and secretary; A. W. Daggett, treasurer.

The Gunn Motor Car Company has been organized in this city, to manufacture pleasure cars and commercial vehicles. The motor will be an eight-cylinder one and is the invention of J. H. Gunn, of this city. The company has an experimental car now on the road, and is working on two more chassis which it expects to have ready for demonstration by October. It is estimated that the company's output for next year will be 100 cars.

Watertown

Orders for new automatic machinery have been placed by the Babcock Carriage Company, manufacturers of the Babcock motor car. The company has been seriously annoyed by delays in furnishing parts for its product, and the machinery is designed to remedy this defect. The company is planning to put out a gasoline de-

livery wagon next season in addition to its pleasure cars.

Albany

Despite the fact that the Maxwell garage is the most complete in the city, the Maxwell-Briscoe Albany Company has not room enough to handle its constantly increasing business, and negotiations are now under way to erect a new building on Central Avenue, west of the Northern Boulevard, at an approximate cost of \$100,000. The Packard and the Elmore agencies are building new garages and expect to take possession of them before the fall.

Rome

Samuel B. Stevens, Thomas Wetzel, John Laurie, P. J. Dasey and C. Arthur Benjamin, all well known in the automobile trade, have organized the Rome Manufacturing Company, with a capital of \$50,000. They intend to manufacture carburetors and other automobile devices.

Syracuse

J. E. Walker has been promoted from the position of advertising manager of the H. H. Franklin Manufacturing Company to that of general sales manager. John N. Alsever, his assistant, succeeds Mr. Walker and J. G. Barker, who had charge of the sundry department, becomes assistant advertising manager.

Theodore Young, who has taken the agency for the Peerless, formerly held by the Genesee Motor Car Company, which intends to handle the Cadillac exclusively, has had plans prepared for a model garage and salesroom at 207 Noxan Street. The building will be finished by the early spring.

MICHIGAN

Detroit

DETROIT, Mich, July 26.—While the summer slump in the automobile business was expected and included in the plans of all of the big Detroit companies, it is a little more pronounced than it would have been had the meddlers attended to their own affairs. "The banks are entirely responsible for what distrust has been created in the last month, and, while the business will outlive it, the sting is being felt by many," said an executive of a big concern. "If a man had some money in a

bank and went to draw out \$1,000 or more he was asked what he was going to do with it. When he said that he was going to buy an automobile the little bankers, in particular, threw up their hands and declared that the country was going to the demnition bow-wows on high speed. They have tried to scare intending buyers, and in some instances have changed men's minds, but as the seed has been sown and next spring will find our nation safe and sane they will have their cars.

"The discontent has hit some of the smaller companies, but it has not affected those that have been in the manufacturing long enough to know what to do. This will tell whether they should have been organized in the first place."

In connection with the depression at this time the plans of some of the Detroit companies are interesting. When W. C. Durant paid about \$4,750,000 for the Cadillac Motor Car Company some pessimists harped on inflated values. The serial year for the Cadillac is done and it has earned about \$3,000,000, or upwards of 60 per cent. of the purchase price, which shows the excellent judgment of the man at the head of the General Motors. The Cadillac Company made and sold 8,000 automobiles of the model of 1910 and calculates to make and sell 12,000 in 1911. The new factories on the property acquired from the street car company will not be built before 1912, but one new building will be erected within a year, the rest to follow its general plan.

President Hugh Chalmers is not afraid of any backsliding and the plans of the Chalmers factory call for an increase in 1911. This year more than 6,000 cars were built, and the increased orders from agents show that the demand will be stronger for next year.

Roy D. Chapin, president of the Hudson Motor Car Company, says that the plan for this year called for 3,000 cars, but that the number will run up to 4,200. Next year in the new factory he says 8,000 of the Hudsons will be produced.

The business of the Packard Motor Car Company has been wonderful. The last 1910 car was delivered on May 1, and since then the 1911 models have been coming through the big plant. In addition to the pleasure cars three Packard trucks are being made daily. The number of cars made by the Packard Company since it moved to Detroit in 1903 is

as follows: 1904 season, 200 cars; 1905, 500; 1906, 725; 1907, 1,125; 1908, 1,304; 1909, 2,300; 1910, 3,270. At the Packard plant are employed 7,210 men and women.

The E-M-F. is turning out the monster total of 110 cars a day and it is figured that the year's output will be 14,000 E-M-F. "30" cars and 22,000 of the Flanders "20." The company has seven plants, four here and one each in Port Huron, Pontiac and Wyandotte.

In porportion some of the smaller companies have done as well and all of them look for a good year in 1911.

Elaborate plans are announced by Walter E. Flanders, president and general manager of the E-M-F. Company, which mean transferring much of the activity of the Studebaker factory to Detroit. The company owns considerable property on the other side of the railroads which pass the Flanders "20" plant, and it is proposed to put up big buildings for the manufacture of the Studebaker electrics and trucks. Also it is hinted that the Garford will be built here, but under another name, probably the E-M-F. "40," but that announcement will not be made for some weeks. These industries will bring about 2,000 more workmen to Detroit and will help the boom which the lower part of the city along the river front is enjoying since the establishment in that locality of the Flanders and Timken axle plants.

Mr. Flanders has struck a snag in the expansion and it has led to a bitter newspaper controversy. Probably it will end in the courts. In order to transmit power from the central plant to the new factory and to haul materials back and forth, it will be necessary to build a bridge over, or a viaduct under, the Wabash and Pere Marquette tracks. Arrangements were made with these roads allowing the E-M-F. Company to construct a big tunnel, but the Union Depot Company stepped in and claimed that the railroads only have a lease of the right of way and cannot give such permission. The depot company wants \$3,000 a year for the right to go under its tracks and Mr. Flanders has appealed to the city, claiming that this move is retarding progress.

Since the first of the year the Chalmers Motor Company has installed more than \$300,000 worth of special machinery and the plant now occupies 30 acres with a floor space of

750,000 square feet. The buildings are of reinforced concrete and are among the best looking of any industrial concern in the city.

Rudolph Green, of Blaskdahl & Company, agents in Sweden for the Morgan & Wright tires, visited the big Detroit rubber factory last week. Mr. Green said that while the Morgan & Wright "nobby tread" tires were first introduced in Stockholm last March, they are with one exception the most popular tire in that market. The business has grown to such an extent and the outlook is so good that Blaskdahl & Company has renewed its contract for Sweden, and has included Norway and Denmark for the coming year.

The Electric Truck Company, incorporated with \$10,000 capital, will "conduct a general garage and electrical automobile business, including the owning, buying, selling, leasing, handling and repairing of electric automobiles and vehicles and automobile accessories, as a retailing, jobbing or commission agent." The shareholders are Alex. Dow, Sarah M. Sheridan, Samuel C. Mumford and John W. Brennan.

The E-M-F. Company claims the world's record shipment of one commodity with 61 big freight cars loaded with E-M-F. "30" and Flanders "20" automobiles, which recently left Detroit for the West. It required two powerful locomotives to move this train to Chicago.

B. O. Willibrands has gone to Los Angeles and will establish a number of agencies in the coast cities for the Carhartt and Herreshoff cars. Upon his return in October he will take up the distribution of these cars in Michigan.

Stanley F. Bates & Company has become Michigan distributor of the Houghton-Rockwell car and will handle the line from its Detroit headquarters.

The Lozier Motor Company announces that two of the Lozier cars have been bought for Fire Commissioner Waldo, of New York, and his assistants in Brooklyn.

Another of the many rumors to the effect that the Ford Motor Car Company had at last become affiliated with the Selden patent com-

panies is emphatically denied by General Manager James Couzens. The story was that a flattering proposition had been made to the Ford people, which would serve as a club over the other independents, but according to Mr. Couzens this is unfair to both sides. No proposition has been made to him and he says the company would not accept if one had been made.

The Hudson Motor Car Company is establishing agencies in Cairo, Egypt, the British West Indies and South American countries. J. M. Duenas, who sold Hudsons in Cuba this year will again handle the car on the island, and he reports excellent prospects for the 1911 trade. B. S. Wilson, of Montreal, was a caller at the factory last week and closed a contract for 100 Hudsons, 20 of them for immediate delivery.

The Lion Motor Sales Company has been organized to distribute the cars built by the Lion Motor Company, of Adrian, in which a number of Detroit men are interested. Fred Postal is president of the company, Robert L. Fee is vice-president and Harry Postal is secretary. Detroit headquarters will be at 650 Woodward Avenue, now one of the Michigan Motor Sales Company branches. The Michigan Motor Sales Company handles the Oakland cars and will occupy the salesroom and garage at 344 Jefferson Avenue.

It is expected that the first cars from the Alpena Motor Car Company will be on the market by August 15. The name "Alpena Flyer" is chosen and the touring car will sell for \$1,450.

Pontiac

Local automobile factories are seriously handicapped by the Grand Trunk Railroad strike now in progress. Pontiac is a one road town, the Grand Trunk controlling the three lines of railroads running through the city. When the strike began all freight stopped rolling. The Oakland Motor Company had several car load of machines on the track which it has been unable to move and the Cartercar Company was in the same predicament. In order to get their cars out on time it was necessary to run the machines to Detroit, where they could be shipped on other lines. Unless the strike is settled soon local

factories may have to close down on account of coal shortage. Every effort is being made by the road to get coal trains through to avert the difficulty.

The Rapid Motor Company is just completing a large reservoir which will furnish the new power plant with soft water for its huge boilers. The water will be pumped from the Clinton River into the reservoir and from there into the boilers. The new power plant will be ready for business about October 1.

General Manager L. L. Dunlap, of the Oakland Motor Company, has assumed the responsibilities of secretary and treasurer of the company in the place of Martin L. Pulcher, who resigned to accept a position with the Bailey Truck Company of Detroit.

At a recent meeting of the stockholders of the Pontiac Foundry Company, R. A. Palmer, of the Cartercar, was chosen president; J. D. Brennan, vice-president and superintendent; R. E. Baus, treasurer, and E. H. Halsey, secretary. The board of directors will consist of Messrs. Palmer, Brennan and Baus and J. D. Brownson and Walter E. Flanders, of Detroit. Mr. Flanders is at the head of the E-M-F. The foundry company will manufacture automobile parts. A location was donated by Mr. Flanders and work was commenced on the structure during the week.

Jackson

Charles H. Childs, of Utica, N. Y., Jackson distributor for the State of New York from Poughkeepsie to Buffalo; E. P. Blake, of Boston, distributor for New England; C. W. Oathought, of New York, and E. D. Darling, of Minneapolis, Minn., were visitors here during the week and signed up their territory for the Jackson and Fuller lines for 1911.

The Imperial Automobile Company, of this city, has placed the Central New York territory for its cars with C. H. Latham, of Norwich, N. Y.

OHIO Cleveland

The Croxton-Keeton Company, of Massillon, O., has appointed A. Edmund Hanson its Cleveland agent and opened new salesrooms at 5300 Euclid Avenue. Mr. Hanson has been identified with Cleveland industrial institutions

for several years and until recently was advertising manager of the K-W. Ignition Company.

The Western Reserve Motor Car Company, agents for the Apperson, Pierce-Arrow, Everett "30" and the Hewitt truck, has leased for a period of ten years the large garage recently built by the manufacturers of the Babcock electric at East 66th Street and Euclid Avenue, and has added the Babcock to its line. The building is of artistic design and one of the best equipped in the State.

C. H. Rockwell, manager of the Franklin Automobile Company, attended the conference of managers at the Syracuse offices of the H. H. Franklin Manufacturing Company last week and drove to the factory from Cleveland, a distance of 353 miles, in one day.

John McGeorge, of the Cleveland Engineering Company, has invented a truck wheel which permits the driving and steering of all four wheels individually.

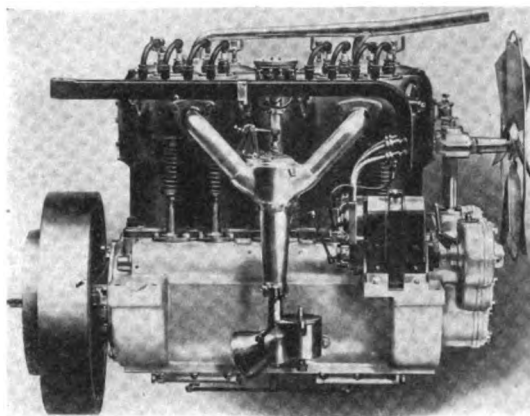
John M. Rauch has resigned as manager of the Auto Sales Company and will sell the Hupmobile exclusively. He will lease a downtown sales room. Tom Sloan will continue the business of the Auto Sales Company.

Andrew Auble and Fred Wood, of the Olds-Oakland branch, spent the week at the Olds and Oakland factories hustling deliveries of 1911 cars.

The Kissel Kar Company of Ohio has been organized here to look after the interests of the Kissel Kar. H. P. Braunsteeter has been appointed manager.

The Peerless line for 1911 consists of three distinct models as follows: Model 51, four-cylinder, 5 by 5½ motor, 30 hp.; Model 32, six-cylinder, 5 by 5½ motor, 50 hp.; Model 29, four-cylinder, 4 by 4½, 20 hp. Upon these three chassis will be built ten different bodies, including seven-passenger touring car, five-passenger close-coupled, seven-passenger limousine, seven-passenger demi-limousine, seven-passenger landaulet. These will be built upon the standard chassis. On a roadster chassis will be placed a three-passenger roadster body. A special chassis is provided for

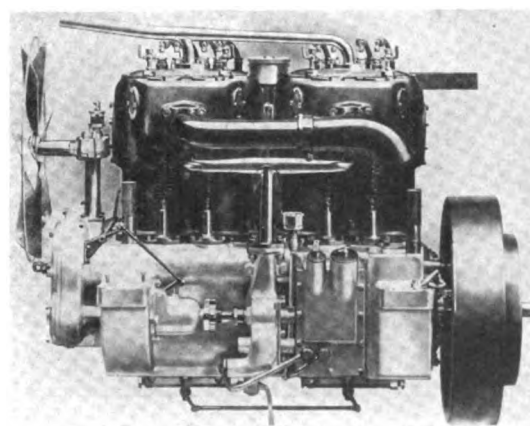
the following: Five-passenger phaeton, four-passenger pony tonneau, four-passenger torpedo, two-passenger enclosed coupe. This special chassis is the same as the standard ex-



INTAKE SIDE OF MOTOR

cept that it will be equipped with special roadster dash and steering column and special fenders. Following are the prices:

	Model 31.	Model 32.
Touring Car.....	\$4,300	\$6,000
Close Coupled	4,300	6,000
Roadster	4,300	6,000
Phaeton	4,300	6,000
Pony Tonneau	4,300	6,000
Limousine	5,400	7,000
Landaulet	5,500	7,100
Demi-Limousine	4,800	6,500
Regular Chassis	3,700	5,400
Roadster Chassis	3,800	5,500



EXHAUST SIDE OF MOTOR

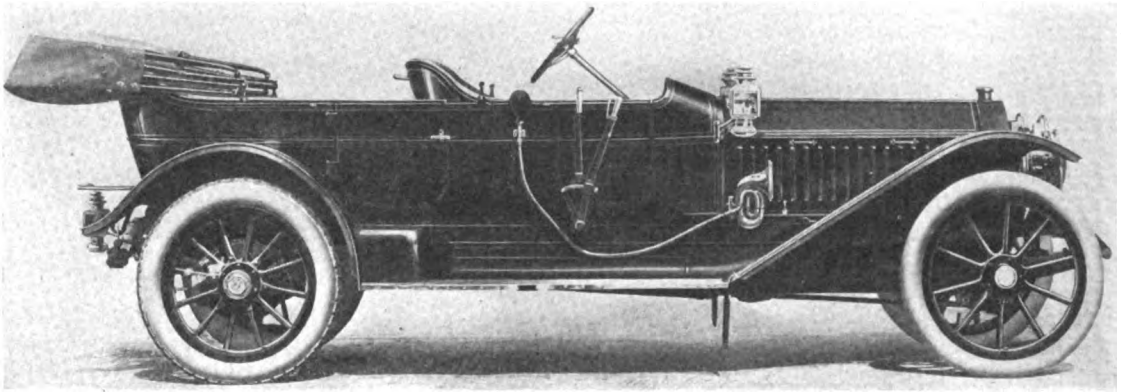
The motor construction is practically the same as that used on previous models, although a larger bore has been provided and

the crank case has been made heavier. The bearings for the front of the crank shaft have been made plain instead of ball bearing as formerly. Several joints have been eliminated by the simplification of the connections between the carburetor throttle and governor. The carburetor air valve has also been somewhat modified.

A new oil pump is used which feeds only to the crank case compartments. By this

The well know Peerless double ignition system with wire bar is retained. This system consists of Bosch high tension magneto, and the same battery, commutator and coil system as used last year are still employed. The coil box is made smaller and one switch controls both battery and magneto. This is provided with lock and key.

The thickness of the radiator has been increased to provide for increased size of the



PEERLESS TORPEDO

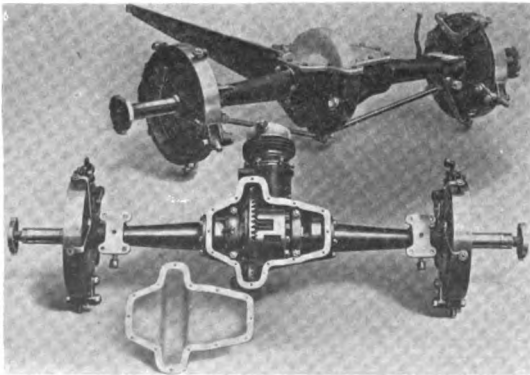
method all feeds to the cylinder and fan are eliminated. An individual oil cup is provided for the fan gears. The oil reservoir is cast integral with the crank case and is equipped with a hand pump for filling crank case compartments. The proper oil level in these compartments may be determined by means of stand pipes extending upward through the bottom of the crank case to which are attached

motor. The herring bone gear pump is unchanged.

The same construction is used in the steering column with 18½ hand steering wheel. On this are mounted the spark and throttle control, which are the same design as used last year.

The clutch is of the internal expanding leather face band type, as used formerly. The foot pedals levers are of the radical type, thrusting forward through a small opening in floor board instead of operating through a long slot. Connection from foot lever consists of rod with ball and socket joints. These joints are not only universal in action, but large enough to reduce wear to a minimum.

The transmission is of the selective type. All mechanism locking gears in mesh are housed in transmission case, eliminating exposed parts which would accumulate dirt and present an unsightly appearance. By means of a bayonet lock a hand plate is secured at the top of the transmission case, which can be readily removed for the inspection of gears or replenishing lubricant. Telescoping leather dust shields are provided for propeller shaft universal joints and furnish a casing for grease.



REAR-AXLE CONSTRUCTION

pet cocks. These drain pipes may be opened simultaneously by operating a small lever located conveniently beside the oil reservoir.

Two internal expanding emergency brakes, operated by hand lever and two contracting brakes controlled by foot lever are provided. The emergency brake lever does not disengage the clutch. A new device for holding band brakes clear of drums has been provided in place of the springs formerly used. Both the emergency brake and speed change levers are so placed as to be easily accessible to the driver. The brake rod has been made in one piece and is carried above the speed shaft. By this method unnecessary parts have been eliminated from the operating mechanism.

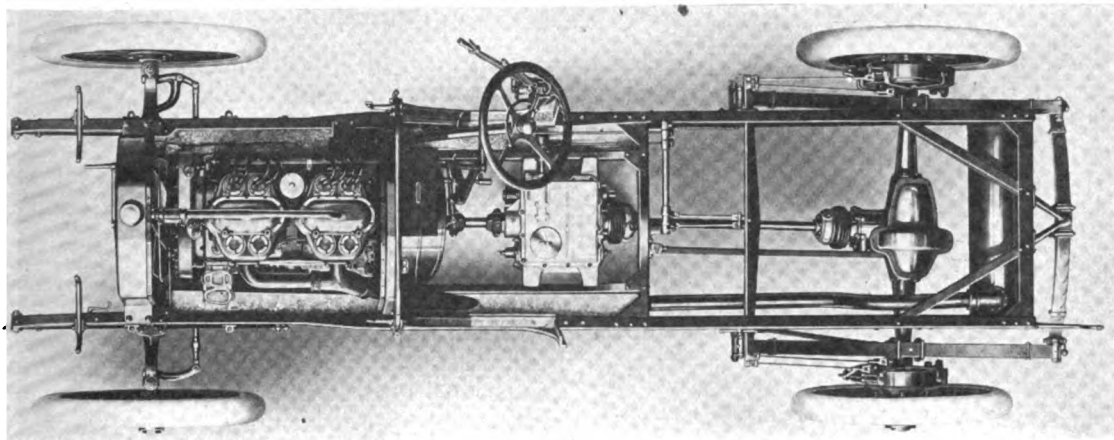
A slight change has been made in the torque rod by mounting springs for absorbing torque transmission through rod in a different manner. There are no brazed joints.

The weight of the rear of the car with its

All springs are of Silico manganese steel manufactured by Lemoine, of Paris, and are the best obtainable. These springs are long and flat, insuring the maximum of comfort to passengers.

The equipment is as follows:

- Mohair Cape Cart top (for open bodies only).
- One set tire holders (for open bodies only).
- One Prest-O-Lite tank.
- Two Rushmore multiplex diverging lens gas head lamps (Model 31).
- Two Besnard 9-inch head lamps (Model 32).
- Two combination oil and electric side lamps.
- One combination oil and electric tail lamp.
- One six-volt battery for lamps.
- One four-volt ignition battery.
- Marsh quick detachable rims.
- One power driven air pump for inflating tires.
- Tool box, consisting of two compartments, one for holding Prest-O-Lite tank and one for same



CHASSIS OF PEERLESS FOUR-CYLINDER CAR

proportionate load is carried by the rear axle, consisting of three members only. The cast steel differential case is bolted in either end to flanges of one-piece, heavy gauge steel axle tubes which carry at their outer extremities the road wheels. The power is transmitted by bevel gears, the differential and live axle shafts operating clutch plates engaging with the wheel hubs. These Carden or universal joints allow for the arched axle construction and consequent camber and dishing of the rear wheels, which also give to Peerless cars a distinctive appearance. The front axle is of "I" beam construction and made from imported forgings.

Peerless frames are made of cold rolled pressed steel of truss pattern with frame upon which engine and transmission are carried.

tool equipment as heretofore furnished. The tool box is secured with a lock instead of the strap of last year.

Toledo

As the outcome of a meeting held at the Toledo Club, the Croxton-Keeton Automobile Company, of Massillon, Ohio, will probably be sold to the Keeton Securities Company. The deal involves the removal of the big plant from Massillon, probably to Toledo, although Cleveland, Detroit and one Eastern city are after the plant.

The Croxton-Keeton Company has been located at Massillon since its organization. It employs about 300 men, but if the plans for the purchase go through the company will employ 500 to 600 men and will turn out more than 1,000 cars during the ensuing year.

H. A. Croxton is president of the company and F. M. Keeton is vice-president. With E. E. Smathers, the New York millionaire horseman, and C. B. Shafer, of Pittsburg, they arrived in Toledo last Saturday and spent the entire morning with President John N. Willys, of the Willys-Overland Company, and Isaac Kinsey, of the Kinsey Manufacturing Company, at the plant of the Willys Company.

It is known positively that the Croxton-Keeton Company had a deal on with the Consolidated Manufacturing Company, of Toledo, for the removal of its plant here. It is also said on good authority that the company expects to locate in Toledo. F. M. Keeton is a former Toledo man, having been connected (for five years) with the Willys-Overland plant when it was the old Pope-Toledo Motor Company.

There is considerable talk of a municipal garage for Toledo. This would be for the use of automobilists who occupy the downtown office buildings. So much trouble has been experienced during the last year with accidents to cars standing in front of these buildings that the City Council decided to remedy the difficulty and conceived the plan to carry it out. Should the idea go through, a large vacant lot will be secured in the downtown district which will be housed over by a shell-frame structure and will be free for use to all motorists, the expense being taken care of by the city.

Through a movement of John N. Willys, president of the Willys-Overland Company, and Isaac Kinsey, president of the Kinsey Manufacturing Company, the City Council has made an appropriation for macadamizing Central Avenue, from the Willys plant to Auburn Avenue, a distance of nearly a mile. The testing for the Willys Company has to be done out this street, which, during the wet seasons, is practically unpassable for any kind of vehicle. It is of the worst kind of clay and new cars that are tested during the bad road season have to be placed on the cleaning rack before they can be shipped out, thus giving the company a large amount of extra work. An alley which runs through the site of the Willys Company has also been vacated by the city and will be improved by the automobile company.

M. V. Keely, formerly of the MacManus-Kelly Company, advertising agency, has severed his connection with the local company to take an interest in the Charles H. Fuller Company and will open a branch office in Detroit for handling automobile advertising. Mr. Kelly in his former connection handled advertising for the Cadillac, Hartford tires, Apperson Bros. Company, American Motor Car Company, Premier, Elmore, Detroit Electrics, Hupmobile, Ford, Speedwell, Buick, Pope-Toledo and several other concerns allied with the automobile industry.

F. L. Morgan, representative of the Studebaker Company, Cleveland branch, has been in Toledo several days disposing of a few 1909 models of Studebaker electrics, which his company had on hand as demonstrators.

The Willys-Overland plant is closed down for two weeks that the company may take an inventory. Most all of the 3,000 or more employees were laid off for this short period. A few are retained working on some special orders and the office workers and a few of the factory employees are busy making up the figures. When the plant starts up, work will begin on the 1911 cars and a large additional force will be put on.

The company is not quite in readiness to give out all 1911 details. The whole company will be reorganized into a \$6,000,000 corporation and many changes will be made in the manufacturing departments. It has been announced, by officers of the company, that as soon as the Kinsey Company's new concrete plant is completed, the present site of that firm will be taken over by the Willys-Overland Company, to be used as a body plant. The Willys Company has been for some time badly in need of better facilities for building bodies and this addition will bring it the desired remedy. At the present, the Milburn Wagon Works is building a large number of bodies for the Overland.

Dayton

Rapid progress has been made in the erection of the new building for the Stoddard-Dayton firm, and it will be ready for occupancy within a few weeks. An additional permit was secured during the last week for a building on the same site, and work will be commenced on

the same by August 1. When completed, the Stoddard-Dayton branch of the United States Motor Car Company will have two large buildings to take care of the increased business of the truck manufacturing which this branch is specializing in.

Joseph Abel, manager of the Peckham Garage Company, made a record run in a Baker Electric from Columbus to Dayton on Sunday, July 24. He made the distance of 70 miles in five hours, and reports the roads along the entire route to be in excellent condition.

South Main Street is fast becoming the garage center of this city, there being at the present time ten garages on that thoroughfare. The latest addition is the E. C. Blackburn Garage, which will be located at 227 South Main Street.

Ben Ooley, of the Ooley Motor Car Company, spent the week at Detroit in consultation with the Chalmers Company and the Hudson Motor Car Company in reference to the shipment of his supply of cars for the coming season.

An automobile show will be held in connection with the Dayton Industrial and Fall Festival, to be held at Dayton during the week of September 19 to 4. The show will be held in the new Memorial Building, and will form an important part in the exposition. The Wright brothers have arranged with Director Barnes, of the Industrial Exposition, to make several flights during the week, and on Thursday, September 22, Brookins, one of the Wright pupils, will sail over the city.

The King Top Manufacturing Company has removed its plant from its old location on the corner of First and St. Clair Streets to its present quarters at 211-13 North Main Street. This firm does a successful business in the making of automobile tonneaus and tops, and the increased business compelled it to seek larger quarters.

INDIANA

Indianapolis

INDIANAPOLIS, Ind., July 25.—Additions to the plant of the Premier Motor Manufacturing

Company, which will double the present floor space, will be erected at once. Additional ground has been purchased opposite the present plant, in Georgia Street. The buildings to be erected are: Storage stock room, 100 by 50 feet; one-story machine shop, 90 by 490 feet; two-story addition to finishing department; motor test shop, 50 by 130 feet, and repair and road testing department, 50 by 100 feet. The rearrangement of the plant will also allow more room for the purchasing, sales and advertising departments.

Although no love is lost between Speaker Cannon and Victor Murdock, leader of the House Insurgents, in their political relations, there is one point on which they agree and that is the value of Waverley Electrics. At the Speaker's home in Danville, Ill., a Waver-



MR. AND MRS. VICTOR MURDOCK

ley Electric is in constant use and Congressman Murdock and his wife use one during their stay in Washington. Mr. and Mrs. Murdock derive much pleasure from their daily drives about the National capital.

The Cole Motor Car Company is out with its 1911 announcement. The cylinders have been increased to $4\frac{1}{4}$ by $4\frac{1}{2}$, increasing the rating to 36 hp. and the wheel-base has been lengthened seven inches to 115 inches. It is stated that the new line will consist of a palace touring car and the Cole flyer torpedo roadster, which will sell at \$1,600 each, and a fore-door toy tonneau touring car to sell at \$1,650.

Orders for a touring car and a roadster have been received by the Henderson Motor Car Sales Company from Dr. L. M. Henry, who is superintendent of the American Mission hospital at Assiout, Egypt.

Cecil E. Gibson, of the Gibson Automobile Company, was married last week to Miss Nellie Dickey, who for several months has been his private secretary. Mr. and Mrs. Gibson have gone to New York City on a wedding trip.

Frank Staley will retire as vice-president and general manager of the Studebaker Brothers Company on August 15, having sold his interests in the company to the Studebakers of South Bend. It is probable he will be succeeded by Frank B. Willis, of the Willis-Holcomb Co.

The Peck Motor Car Company, Indiana agents for the Cadillac, have taken the agency for the Great Western.

Suit asking \$100,000 damages has been filed in the Circuit Court against the American Motor Car Sales Company, by Leslie H. Fawkes, of Minneapolis, Minn., who charges breach of contract. Fawkes says he was given territory in a number of northwestern States for the Overland and was to receive 500 cars during the year ending August 31, but that only 23 cars have been delivered. He says other agencies have been opened in the territory. The Overland Automobile Company states that Fawkes did not develop the territory properly, and did not advance the interests of the Overland as he should have done.

Purchasing the business of the Co-Auto Motor Company, the Auto Sales Company has occupied the former company's quarters at 23 Kentucky Avenue. The latter company was organized a few days ago by Douglas Case, M.

G. Beckner and Cass Connaway, and will have the Jackson, Westcott, Fuller, Cutting, Monitor and Demot agencies.

South Bend

The Diamond Automobile Company has announced its intention of erecting an addition to its present plant to cost \$20,000, and has already commenced the excavating. The structure will be 50 by 400 feet, and will be used for the construction of automobiles in their entirety. It will be strictly modern in every detail and fireproof, one story in height with the exception of about 50 feet in length, which will be two stories high. The building will be of brick, concrete and steel construction.

The company will pay particular attention to the lighting system. According to present plans the sides of the building will be almost entirely filled with windows, admitting light to every part of the floor. The inside partitions will be of glass, in order that no light will be obstructed from the machinery. Automobiles will be manufactured complete in the new building, the capacity being increased to 500 machines per year.

The company has completed plans and designs for the construction of a new model 1911 car, work upon which will be commenced as soon as the addition to the plant is completed. The new model will be a 40 hp., four-cylinder, five-passenger machine, with 36-inch wheel, multiple disc clutch, selected sliding transmission, 116-inch wheel-base. It is the intention of the company to put this machine on the market fully equipped for \$1,500. This does not in any way interfere with the manufacture of the regular six-cylinder machine now on the market; the 1911 model of this car will be the same as the 1910 with a few added improvements. Mr. Ricketts said the allotment for 1910 has been entirely disposed of and a great part of that for 1911. When the new factory is finished, which will be in three months, the company will increase its force to at least 150 men.

The Diamond Automobile Company was formerly the Ricketts Automobile Company.

The first motor car turned out of the Rupp carriage factory at Kendallville was given its initial trip Thursday. It was found to be satisfactory in every respect. The management of the factory has been drafting and working

on this car for some time, and its aim has been to make it simple and durable. The engine is a 30 hp. Waukesha, with which company the Rupp people have a contract for the use of the engine.

Plans for another big expansion of the E-M-F. Automobile Company of Detroit were reported in a dispatch from Detroit Saturday, which stated that the Studebaker Automobile Company would move their automobile plant from this city to Detroit, there to employ 2,000 skilled mechanics in the manufacture of the Studebaker electric commercial truck. Clement Studebaker, treasurer of the Studebaker Automobile Company, when asked concerning the reported removal of the automobile interests, said:

"Plans are incomplete at present. We are arranging to make Detroit the headquarters for our automobile business, providing satisfactory arrangements can be made. Details will not be worked for two or three months. If the deal goes through, it will have little effect on the local situation. I cannot say at present whether we will take many employees from South Bend. We need the space now devoted to our automobile business for our rapidly increasing vehicle business, and if Detroit is made the headquarters for our line of autos, whatever space was devoted to that part of the industry will be used in the manufacture of horse-drawn vehicles. We must have more room to cope successfully with the situation."

WISCONSIN

Racine

Following his return from a trip to Europe, J. W. Bate, designer for the Mitchell-Lewis Motor Company, announced that his company was going into the manufacture of aeroplanes, and that it had received its first order from P. H. Greer, of Los Angeles, Cal., who wants ten. Mr. Bate also made the suggestion that the term "aerovehicle" be substituted in place of "airship" when describing a heavier than air craft.

In addition to being firmly convinced of the practicability of transforming a portion of a well equipped automobile plant, such as the Mitchell-Lewis Company possesses, into an "aerovehicle" factory, Mr. Bate is prepared to incorporate several innovations into his aero-

plane designs. He predicts that the first practical commercial application of the heavier than air craft will be in the carrying of the government mail to points now considered almost inaccessible.

In discussing the "aerovehicle" which the Mitchell-Lewis Motor Company is planning to build, Mr. Bate said that the trouble with most of the aircraft is their flimsy construction. He said that the one turned out by the Mitchell factory would have points that would solve many of the problems that hitherto have been obstacles in the development of weight carrying monoplanes and biplanes. The motor of the Mitchell "aerovehicle" will be a four-cylinder one of exceptionally light construction, stability being afforded by light aluminum fittings. A flexible clutch will be used. All of the mechanical features of the "aerovehicle" are protected by basic patents.

With building operations being pushed to the maximum, work on the new plant of the Kelly-Racine Rubber Company, of Racine, Wis., is progressing so rapidly that the superintendent of construction promises that the building will be ready for the installation of machinery by September 1. The floor space, 190,000 square feet, will be completely occupied as soon after the builders turn over the main building to the officials of the company as possible. Of fire proof construction, the main structure of the plant has a frontage of 298 feet, with two wings, each with a depth of 251 feet, and it is of three stories and basement.

To furnish a maximum of electric power for turning the wheels as well as for direct use in the art of manufacturing rubber, a power plant has been provided, the building being 150 feet by 50 feet. In this will be installed one 750 hp. Corliss engine and one 250 hp. auxiliary Corliss engine.

When in active operation, the Kelly-Racine rubber plant will employ 800 skilled workmen and the daily output will be: 1,000 automobile, 1,500 motor cycle, 3,000 bicycle tires, and 1,200 inner tubes.

The Mitchell-Lewis Motor Car Company is forced to use every boat line touching the port as carriers for its motor cars, the railways already being crowded by the shipments. Last week five cars for Illinois agents were shipped

to Chicago on a steamer to insure immediate delivery.

The Lewis Good Roads Association of Wisconsin has been organized under the direction of Captain William Mitchell Lewis, president of the Mitchell-Lewis Motor Company. The organization is not a political one, but the result of Captain Lewis' efforts to advance the cause of good roads. As head of one of the world's greatest motor car factories, the move is considered an excellent one. Captain Lewis has been elected president and M. C. Moore, of Milwaukee, president of the Wisconsin State Automobile Association, is secretary. There is no fee to join, a simple request to be made a member and signature to pledges to work and agitate better construction of roads, making membership. The association is urging use of the King split-log drag. Many motor car owners have joined, and it is expected that more than 10,000 will be enrolled before the end of summer.

Milwaukee

Edgar F. Sanger, president of the Edgar F. Sanger Company, representing the Maxwell, Stearns and Columbia, is making an extended motor trip through the East with Mrs. Sanger and Mr. and Mrs. F. I. Comey, in a Maxwell touring car. Mr. Sanger is combining business with pleasure and looking after his 1911 Maxwell details in New Jersey.

The Cream City Trimming Company is now occupying its new quarters at 615-17 Market Street, in addition to its old shops at 67-73 Juneau Avenue. The new building is 50 by 100 feet in dimensions and thirty men are employed there. The company manufactures tops, wind shields and other trimmings. James Foreman is president.

The Badger Auto Tire Repair Company has moved to larger quarters at 132 Oneida Street. V. A. Massee is manager. The company will handle the Kelly-Springfield tires in this territory.

The Brodesser Motor Truck Company has completed the formality of changing its place of business to Juneau, Wis., by filing amendments to its articles of incorporation to this effect. Work on the new plant at Juneau is

being rushed and it is possible that occupancy will be given on December 1, instead of January 1.

Oshkosh

The McKone Motor & Tire Repair Company, recently incorporated for \$10,000 by L. J. McKone, H. W. Ziebell and R. C. Johnson, has purchased the assets of the Wisconsin Tire Repair Company of Oshkosh, against which a petition in bankruptcy was filed several weeks ago.

Madison

The Ritter Automobile Company has been incorporated at Madison. The capital stock is \$25,000. Henry R. Ritter, J. C. Harper and Homer E. Webster are the incorporators.

MASSACHUSETTS

Boston

Manager F. A. Hinchcliffe, of the Boston branch of the Winton, has just made the announcement that the Winton is to be one of the occupants of the new structure being built on Commonwealth Avenue in the Fenway. The new building can house three concerns and there has been much speculation as to just what firms would occupy it. The Winton is to have the central part of the building, and Manager Hinchcliffe hopes to move there about December 1. He will move the entire branch from the present quarters on Berkeley Street, which was built especially for the Winton company several years ago. This will add the Winton to the Packard, Peerless, Buick and Studebaker companies that now have or soon will have places in that part of Boston. While the announcement has not been officially made yet, it is known that C. F. Whitney, who handles the Alco and Stoddard Dayton cars, will be another occupant, moving from the motor mart. The name of the third occupant has not been divulged yet.

Sales Manager Frank F. Weston, of the Mercer Co., has been spending several days in Boston going over things with Fred Smith, the Boston agent, relative to orders for 1911 cars. Another visitor was R. J. Laciard, who represents the wholesale distribution department of the H. J. Koehler company of New York. Mr. Laciard is to spend some time in New England closing up agencies for the Hupmobile in that section.

Fire Commissioner Francis Carroll, of Boston, has purchased a Buick in which to drive to fires and go on his tours of inspection, giving up the electric formerly used by his predecessor. The commissioner is a great believer in the motor car, and he is planning to establish a flying squadron to see how the scheme would work out in protecting the outlying districts.

L. B. Warren, agent for the Austin car in Boston, visited the factory at Grand Rapids last week and decided to drive his demonstrating car over the roads to Boston rather than await its arrival there by freight. He had a fine trip, taking the boat part way across the lakes to Buffalo, thereby saving a couple of days.

Roy Faye, Matheson agent, has been aiding L. L. Rogers, a Salem inventor, to test out a new device, called the Rogers Unika wheel, that is destined, it is said, to solve the tire problem somewhat. The wheels have been attached to one of the big Matheson cars, and, fitted with solid tires, they have been run over all sorts of obstacles and rough roads with much success. A number of springs in the center of the wheel take up the jolting, so the car rides easily all the time.

The Easton Machine Company, makers of the Morse car at Easton, Mass., lost no time in securing the first vacant salesroom in the motor center by leasing the building formerly occupied by the Hol-Tan Company, for the Lancia car on Hereford Street. A car was put in and demonstrations begun right away.

NEW JERSEY

Newark

The new showrooms and garage of A. G. Spalding & Bros., located at 840-842 Broad Street, are expected to be completed this week. Manager George Eveland reports a good business in the Stevens-Duryea, E-M-F. and Flanders lines, for which it is the local agent. Instead of securing its cars through the New York agency this year, the local branch will have its own allotment, the fiscal year beginning on August 1. The small Flanders truck is meeting with popular favor here, and a number of them have been disposed of within the last month.

The Newark Gear Cutting Machine Company, 66 Union Street, reports a number of orders on hand for gear cutting machines for automobile and parts manufacturers. Secretary Frank Eberhardt stated this week that the large number of orders his firm has received from automobile manufacturing concerns recently for fall delivery, would seem to indicate that most of the large plants are enlarging their equipment, with the view of producing more cars for next season.

The demonstration of Keystone non-carbonizing greases and oils at the Newark Glass Company's store on Market Street, is attracting hundreds of motorists daily. A set of transmission gears in a case are operated by means of an electric motor and connecting belt drive to a pulley on the driving shaft. The case is filled with grease and as the gears are operated by means of the usual levers it gives a practical working demonstration which "talks louder than words."

William Ackor, manager of the Essex County Overland Company, is taking a brief vacation in a trip to the factory to arrange for his 1911 allotment of cars.

George L. Riess is now in the West visiting the Abbott-Detroit and Overland factories to make his bid for 1911 cars.

The Greene Motor Car Company, local agent for the Locomobile and Mercer cars, is endeavoring to make arrangements for a new low-priced line of cars in addition to those it is now handling.

It has been rumored along automobile row here that Richard Newton, one of the founders of the old Motor Car Company, of New Jersey, and for sometime head of the New York Stoddard establishment, will assume charge of the New Jersey territory for the Stoddard-Dayton cars during the coming year.

Work has been started on the new \$30,000 garage for Benjamin Lissner at Halsey and Bleecker Streets. The building will be fire proof and will have brick walls and steel floors, reinforced with concrete. Its ground area will be 51 by 89 feet. The first floor will contain offices, repair shop and storage room. A freight elevator with a three-ton capacity

will be installed and the upper floors will be rented until they are needed by Lissner, who contemplates branching out into the accessory trade.

PENNSYLVANIA

Philadelphia

With the arrival of the 1911 Winton Six in Philadelphia, the local branch of the Winton Motor Carriage Company has moved from its temporary abode, at Broad and Race Streets, into its newly-completed building at 246-48 North Broad Street. In more than one respect the new home of the Winton is the most

the fact that the front of the building consists in little more than glass from the ground almost to the roof. Instead of heavy moldings between the panes of plate glass there are narrow strips of light but strong metal glazing. Huge skylights in the roof allow still more light and air to enter.

The building is fireproof, being constructed of reinforced concrete. The showroom is 38 feet front by 75 feet deep and contains no posts or other obstructions. The cement floor slopes to the front, thus making it easy to clean. On one side of the room are the salesmen's desks. These are of oak, in mission



modern and most important addition to the group of buildings which comprise the local Automobile Row, but the characteristics of the new structure, which stand out most strikingly, are the architectural arrangements which permit the entire building to be flooded with light and the spaciousness of the showroom, garage, stockroom and offices.

These effects were obtained as a result of the designer's careful adherence to the instruction of Manager A. E. Maltby, who wanted to get as much sunshine as possible into every room in the building.

The new Winton quarters have already been christened the "Crystal Front," on account of

furniture style, Pompeian green in color. In the rear of the showroom is a luxuriously-appointed lounging room.

From the showroom one steps into the garage, one of the largest in the city—78 by 110 feet. With accommodations for sixty cars on the ground floor, the facilities for handling a larger number are made possible by the installation of an electric elevator with a turntable for lifting even the largest limousine in a few moments to the second floor. The equipment of the garage includes steel lockers for the clothing and baggage of owners and chauffeurs using the garage, retiring rooms, shower baths, etc.

The manager's office, general offices and a retiring room are situated on a mezzanine floor above the ground floor. The manager's office is so located that he can keep the entire building under his eye at all times, as he has a view of the establishment from front to rear without leaving his desk.

An immense storeroom for new and second-hand cars occupies the second floor, while the rear of the same floor is devoted to the repair shop, 40 by 80 feet. Adjoining this is the stockroom, 25 by 40 feet.

Winton Six chauffeurs have not been forgotten, for a lounging and recreation room has been built for them in the bright and airy basement.

Provision has been made for the lighting of the building by the installation of an electric lighting plant, using the Nernst system. In the cold weather the building will be made comfortable by steam heat.

Members of the Philadelphia Automobile Trade Association, who number a large percentage of the tradesmen in the city, have come to an agreement regarding the trading in of second-hand cars. Prices were placed on second-hand cars of all conditions and makes. This price list will be kept on file at the association headquarters. When a second-hand car is offered in trade to a dealer in another make, he will be compelled by this agreement to adhere to the price determined upon by the association, while he can allow whatever price he wants on a used car of his own make.

R. M. McCormick, the recently-appointed manager of the Regal Automobile Company, has rented a large building at Broad and Mt. Vernon Streets for the convenience of Regal customers. The building is 30 by 101 feet and is three stories in height.

New Jersey headquarters for the Haynes car have been opened at Third and Market Streets, Camden, by the Johnson Motor Car Company, Eastern factory distributors for the Haynes.

Among the first of the 1911 models to reach this city was the Chadwick Six, which is now on exhibition at the branch of the Chadwick Engineering Works, 256 North Broad Street. The Longstreth Motor Car Company has

received the first of the 1911 models of the Pullman car from the factory in York, Pa. Manager George C. Eppleman, who is in charge in the absence of William C. Longstreth on a two months' trip abroad, visited the factory last week and returned with assurances of quick deliveries.

William Brownback, of the Olds-Oakland Company, has just returned from a tour of the eastern part of the State, having visited a number of sub-agencies and established others. Among the places he visited were Reading, Wernersville, Pottsville, Allentown, Bethlehem and Wilkesbarre.

The local agency for the Grabowsky power wagon has been taken by Edgar W. Hawley, of 1625 North Seventeenth Street.

MINNESOTA

Minneapolis

The Parsons Non-skid Company, Ltd., of London, Eng., the Weed Chain Tire Grip Company, of New York, and Harry D. Weed, have begun in the Federal court in Minneapolis an injunction suit against the Morgan & Wright Company, and C. S. Marshall, local agent; Edward A. Williams, of the Williams-Gallagher Company, and the United Motor Supply Company, George H. Riebeth, P. G. Nohoff and C. T. Mortonson. The suit arises out of an alleged infringement by manufacture and sale of the patent for a tire armor issued in England, December 17, 1902, to Harry Parsons, sold in 1905 to the Parsons Company, sold in 1906 to H. D. Weed, and by him transferred to the Weed Chain Tire Grip Company.

Henry G. Goosman, of the Goosman-Johnson Company, has returned from the Speedwell factory at Dayton, O., riding overland. He closed for 50 machines to be sold in Minnesota. He says that prices on the 1911 models will advance from \$150 to \$250 a car. Mr. Goosman will build a \$25,000 garage in Minneapolis.

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INCORPORATIONS

Cleveland, O.—M. and M. Co., with \$15,000 capital. Incorporators: G. C. McLain and others.

St. Louis, Mo.—American Welding and Automobile Repair Co., with \$5,000 capital. Incorporators: A. W. Mewes, H. G. Donigan and Fred Essen.

Dallas, Tex.—Dallas Motor Car Co., with \$20,000 capital. Incorporators: Frank Leahy, W. H. Burt and D. G. Cage.

New York, N. Y.—W. M. P. Motor Co., with \$25,000 capital. Incorporators: L. R. Walton, F. D. Preston and L. R. Moody.

Camden, N. J.—Victor Motor Car Co., with \$150,000 capital. Incorporators: Julia H. and J. F. Harrington and H. C. Ochterbeck.

Chicago, Ill.—Farrington-White Co., with \$10,000 capital. Incorporators: W. H. Farrington, F. B. and W. B. White.

Boston, Mass.—American Rapid Transit Co., with \$200,000 capital. Incorporators: G. A. Smith, G. A. Sweester and F. L. Townsend.

Patchogue, N. Y.—Interstate Auto Trolley Co., with \$50,000 capital. Incorporators: James, May and Mollie Thom, and Hopewell and William Vix.

St. Louis, Mo.—Universal Storage Battery and Supply Co., with \$100,000 capital. Incorporators: P. L. Goodale, H. F. A. Spiegelberg, R. H. Murphy, Roxe Goodale, M. F. Ruler, A. A. Poland and T. A. Ruler.

Indianapolis, Ind.—Great American Automobile, Auto Truck and Aeroplane Co., with \$1,000,000 capital. Incorporators: Samuel Quinn, Jr., A. J. Bigley and others.

Providence, R. I.—Taxi-Service Co., with \$110,000 capital. Incorporators: M. W. Morton, W. H. Draper and E. C. Sweet.

Greenfield, Ind.—Greenfield Auto-Traction Co., with \$10,000 capital. Incorporators: G. A. Carr, J. F. Webb and W. C. Welborn.

Chicago, Ill.—Newbury Auto Livery Co., with \$5,000 capital. Incorporators: J. A. McInerny, J. F. Clare and E. V. Peterson.

Chicago, Ill.—American Taximeter Co., with \$200,000 capital.

Pittsburg, Pa.—Pneumatic Tire Filler Co., with \$250,000 capital. Incorporators: C. A. Painter, E. W. Rolfe, W. S. Hackett, Norwood Johnson and E. J. Kent.

Dover, Del.—Club Car Co., with \$750,000 capital. Incorporators: Ralph Buell, C. H. Stanton, G. L. Lewis, S. V. Morris and J. H. McCrayon.

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Automobile Calendar

July 31 to August 7.—The Second Annual International Road Congress, to be held in Brussels.

August 1-15.—Circuit of Ardennes, Royal A. C. of Belgium.

August 1-September 15.—Industrial Vehicle Competition, under the auspices of the A. C. of France.

August 3, 4, 5.—Races on the Galveston Beach, promoted by the Galveston (Texas) Automobile Club.

August 3 to 13.—Aviation Meeting, under the joint auspices of the city of Boston and the Harvard Aeronautical Society at Soldiers' Field, Cambridge.

August 4.—Annual Hill Climb on the Algonquin Hill, under the auspices of the Chicago Motor Club.

August 6.—North Wildwood (N. J.) Automobile Club's Beach Race Meet on Ocean Drive.

August 6.—Six Hour Endurance Run on Point Breeze Track, Philadelphia, Pa., under auspices of the Quaker City Motor Club.

August 10 to 19.—Dates selected for the proposed Aviation Meeting at Asbury Park, N. J.

August 12.—Indiana Balloon Race, under the auspices of the Aero Club of Indiana, to be held at Indianapolis.

August 12, 13.—Motor Vehicle Reliability Run, under the auspices of the North American, Philadelphia, Pa.

August 13.—Hill Climb, under the auspices of the Stamford, Conn., Automobile Club.

August 15.—Start of the Munsey Tour from Philadelphia, with Washington D. C., as the final day's destination.

August 15, 16 and 17.—Elimination Races at Larchmont, N. Y., for the power boats to defend the Harmsworthy trophy in the international race at Larchmont on August 20.

August 19-20.—Second 24-Hour Race of the season at the Brighton Beach Track, under the auspices of the Motor Racing Association.

August 20.—Track Meet at Columbus, O., under the auspices of the Columbus Automobile Club.

August 20.—International Motor Boat Race for the Harmsworth Trophy over a course off Larchmont, N. Y.

August 21.—Mont Ventoux Hill Climb, Vonclussen A. C.

August 23.—Track Meet, under the management of the Cheyn Cheyenne, Wyo., Motor Club.

August 31 to September 8.—Nine-day Reliability Run, under the auspices of the Automobile Club of Kansas City, Mo.

September 2, 3, 5.—Three-Days' Automobile Race Meeting at Indianapolis Motor Speedway.

Please Mention AUTOMOBILE TOPICS When Writing.

- September 3-6.—Liedekerke Cup, Ostend Cup and Voiturettes Race, under the auspices of the Royal A. C. of Belgium.
- September 5.—North Wildwood (N. J.) Automobile Club's Beach Race Meet on Ocean Drive.
- September 5, 10.—Automobile Races at the State Fair at Minneapolis, Minn.
- September 7, 8, 9 and 10.—Reliability Run, under the auspices of the Automobile Club of Buffalo, N. Y.
- September 9 and 10.—Track Meet at Providence, R. I., under the auspices of the Rhode Island Automobile Club.
- September 10.—The race over San Francisco Park roads and boulevards, under the auspices of the Automobile Club of California.
- September 10, 11 and 12.—Reliability Run, from New York to the Catskill Mountains, where a hill climb will be held on the 12th, under the auspices of the Motor Contest Association.
- September 12 to October 12.—Automobile Races held in connection with the Appalachian Exposition at Knoxville, Tenn.
- September 15.—Hill Climb at Oklahoma City, Okla., under the management of the Oklahoma Automobile Club.
- September 15-22.—Road Races to be held at Lowell, Mass., under the auspices of the Lowell Automobile Club.
- September 17.—American National Championship Balloon Race, to be held in Indianapolis, Ind.
- September 17.—Power Boat Race through Whirlpool Rapids, Niagara Falls, N. Y., for purse of \$1,000 and a gold cup.
- September 17.—Track Meet, under the joint auspices of the Automobile Club of Syracuse, N. Y., Syracuse Automobile Dealers' Association and the New York State Fair Association.
- September 17.—Track Meet, held under the auspices of the Norristown, N. J., Automobile Club.
- September 18.—Semmering Hill Climb, A. C. of Austria.
- September 21, 22, 23.—Three-day Reliability Run, under the auspices of the Louisville, (Ky.) Automobile Club.
- September 24.—Annual Santa Monica Road Race, under the auspices of the Licensed Motor Car Dealers' Association, of Los Angeles, Cal.
- October.—Reliability Run, under the auspices of the Chicago Motor Club.
- October.—Reliability Run, under the auspices of the Worcester (Mass.) Auto Club.
- October 1.—Sixth Annual Vanderbilt Cup Road Race to be held on the Long Island Motor Parkway and the surrounding roads. Under the auspices of the Motor Cups Holding Company.
- October 1.—Track meet at the Illinois State Board State Fair at Springfield, Ill.
- October 2.—Gaillon Hill Climb, promoted by L'Auto.

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- October 6, 7 and 8.—Automobile Races at the Orange County Carnival at Santa Ana, Cal.
- October 7, 8.—Race Meet at the Indianapolis Motor Speedway, Indianapolis, Ind.
- October 7 to 11.—Virginia Reliability Run, under the auspices of the Washington (D. C.) Post.
- October 8.—Date selected for the start of the Chicago-New York Aeroplane Race, under the joint auspices of the New York Times and the Chicago Evening Post, for a \$25,000 prize.
- October 8.—Third Annual Fairmount Park Race, under the auspices of the Quaker City Motor Club, Philadelphia.
- October 8.—Automobile Races at the Interstate Fair, Spokane, Wash.
- October 8 to 13.—The St. Louis National Aero Show, to be held in the Coliseum Building, under the auspices of the Aero Club of St. Louis.
- October 10 to 15.—Track Meet at the Arkansas State Fair at Hot Springs.
- October 15.—Race for the Grand Prize of the Automobile Club of America to be held over the Long Island Motor Parkway and adjoining country roads.
- October 15 to 23.—The International Aviation Meeting to be held under the direction of the Aero Club of America at a field in the vicinity of Garden City, L. I.
- October 17.—Start of the 1910 International Balloon Race from St. Louis, Mo.
- October 20, 21, 22.—The Fall Meet of the Atlanta Automobile Association at the two-mile motor-drome at Atlanta, Ga.
- October 23.—The Portola Road Race in San Francisco, Cal.
- October 27, 28 and 29.—Three-day Track Meet, under the auspices of the Dallas (Tex.) Automobile Club.
- November 5 and 6.—Track Meet, under the auspices of the New Orleans (La.) Automobile Club.
- November 5, 7.—Los Angeles-Phoenix Road Race.
- November 10, 12 and 13.—Track meet at San Antonio, Tex., under the auspices of the San Antonio Automobile Club.
- November 24.—Mile High Hill Climb at Redlands, Cal., under the auspices of the Mile High Hill Climb Association.
- November 24.—Road Race, under the auspices of the Savannah (Ga.) Automobile Club, over roads in the vicinity of Savannah.
- November 24, 25 and 26.—Race Meet at the Los Angeles, Cal., motordrome.
- December 1 to 8.—First Annual Aeronautical Exhibition under the auspices of the Aero Club of Illinois. To be held in the Chicago Coliseum.
- December 3-18.—Twelfth International Salon of the Automobile, the Cycle and the Sports, under the auspices of the A. C. of France.
- February 27 to March 4, 1911.—Fifth Annual Automobile Chow, under the auspices of the Kansas City (Mo.) Automobile Dealers' Association.
- March 4 to 11, 1911.—Boston Automobile Dealers' Association's Annual Show in Mechanic's Hall.

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50 H. P. 7-passenger touring car, assembled, \$1,500, or in parts, \$1,200; send for circular; also special bargains in new tires, 28x3, \$10.20; 30x3, \$11.40; 30x3½, \$14.40. Get prices on larger sizes. 1 cyl. 8 H. P. motor, \$35.00; 2 cyl. 5x5 A. C. motor, \$60; \$100. Get our No. 85 bargain sheet. Auto Parts Co., 517 Jackson Bldg., Chicago, Ill.

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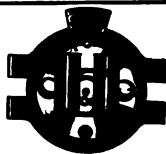
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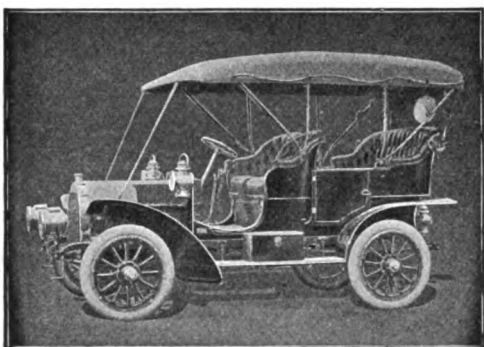
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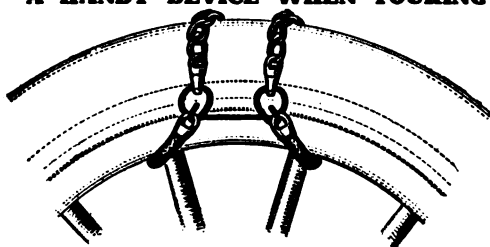
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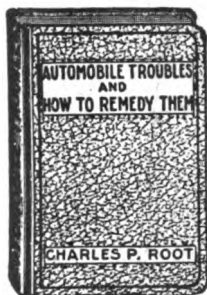
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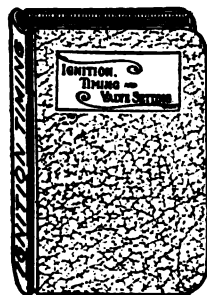
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AUTOMOBILE TOPICS, 103 Park Ave., NEW YORK CITY

AUTOMOBILE MOTORS AND MECHANISM

By THOMAS H. RUSSELL, M.E., LL.B. Author of "Automobile Driving Self-Taught," "Ignition, Timing and Valve Setting," "Motor Boats: Construction and Operation," etc.

Pocket size, 265 pages. Blue flexible leather, round corners red edges, fully illustrated.



CONTENTS

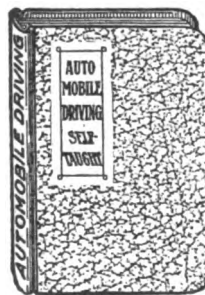
The Internal Combustion Engine—Principles and Construction—Production of the fuel mixture—Function of the carbureter—The cycle of operations—Cylinders, pistons and rings—Shafts and bearings—Ignition apparatus—Single and multi-cylinder engines—The two cycle engine—Valves and their functions—Silencing the exhaust—Engine hints and tips—A Typical Modern Motor—Detailed description of construction—Governor and Governors—The centrifugal governor—Throttle valves—Governor and control—The hit-or-miss governor—Carbureters—The float-feed principle—The float chamber and jet—Various types of modern construction—Quality of mixture—Flooding the carbureter—Carbureter troubles and adjustments, etc.—Transmission Mechanism—The Clutch—Various forms in use—Positive and friction clutches—Plate or disk clutches—The combined disk and cone type—Expanding clutches—Clutch troubles, etc.—Gear or Gearing—Belt and chain gearing—Friction gear—Spur or tooth gearing—Spiral, helical, worm and bevel gearing—Epi-cyclic gear—Infinitely variable gear—Differential or Balance Gear—Its functions—Shafts and their Functions—The crankshaft, half-speed shaft, countershaft, etc.—Lubrication and Lubricators—Pumps and their Purposes—Motor Misfiring, Causes and Remedies—Noises in the Motor, Causes and Remedies—Motor Overheating, Causes and Remedies—Electric Motors—Principles and operation—Steam Cars—The engine, generator, reverse gear, etc.

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CONTENTS

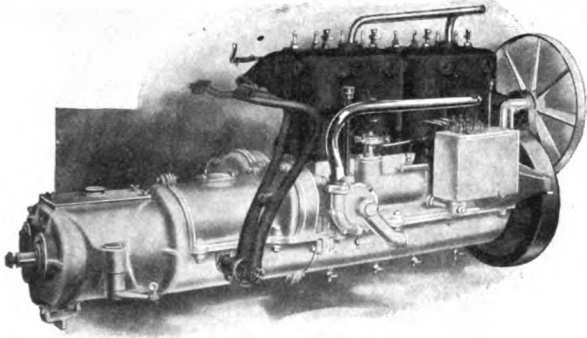
Automobile Driving—General Instructions—Starting the engine—Advancing the spark—How to change speeds—Use of the Clutch—The Control levers—Principles of gear changing—The engine as a factor—Use of brakes—Causes of irregular firing—To avoid side-slip—The tire bill—Gear missing in speed changes—Engine thumping—Driving on the brake—How to get the best work out of a motor—Skidding or side-slip. Self-tuition in driving Continued—The initial trip—Charging tanks—Starting the engine—Manipulating the control—Correct mixture—Changing gear—On the top speed—Withdrawing the clutch—Coasting slopes—Picking up the Drive—Driving on the reverse—Entering and leaving the garage—After the drive—Road risks. Another lesson in driving—Learning the steering and Control—Preliminary attention to car—Starting—Changing Speed—Coasting, braking and reversing—Sources of side-slip—To avoid skidding—Non-slip devices—Choice of Track—Speed limits—Conduct in emergencies—Driving through city traffic. Difficulty in starting—Symptoms, causes and remedies. Loss of power—Causes and remedies. Care and maintenance of motor cars—Private housing—The garage—Cleaning—Lubricating—Care of tires. Care of a car on a tour—Engine treatment—Overhauling the ignition apparatus—Accessories and tools for the tour—Stabling the car. Laying up a Car—Cleaning the engine—Transmission gear—Connections and chains—The lubricators—Tire treatment—Laying up for the winter. Gasolene—Its properties and Economical Use—Production of Gasolene—Its distillation—Specific gravity—Vaporization experiments—Proper design and function of the carbureter—The ton mileage method of arriving at economy—Quality of fuel. Gasolene hints and tips, etc., etc.

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Stevens-Duryea



The MODEL X motor has an ample margin of power beyond that required for actual work, and the delivery of its power to the rear tires is exactly like that of a turbine.

The correct design, the selected materials, the mechanically perfect construction and its "Three Point Support" in chassis frame should be considered by every prospective motorist.

*Let our distributor in your locality demonstrate our latest models.
We shall be pleased to mail you our latest literature, post free.*



STEVENS-DURYEA COMPANY
CHICOPEE FALLS - MASS.
LICENSED UNDER SELDEN PATENT



Matheson

"SILENT SIX"

100 per cent
of satisfied
owners

Licensed under
the
Selden patent

Wins Still More Victories

FIRST PRIZE in Baltimore, Md., Hill-Climbing Contest, June 18, 1910, making the fastest time of the day for stock cars in three events (winning three cups) and breaking all stock car records for the course, **defeating** Chadwick 60 H. P., Knox, Oldsmobile-Special, Stearns 60 H. P., Chalmers-Detroit, Buick, and twenty other cars.

FIRST PRIZE in Port Jefferson, L. I., Hill-Climbing Contest, June 26, 1910, breaking all previous records for its class.

FIRST PRIZE in Towanda, Pa., Hill-Climbing Contest, June 26, 1910, breaking all previous records for its class.

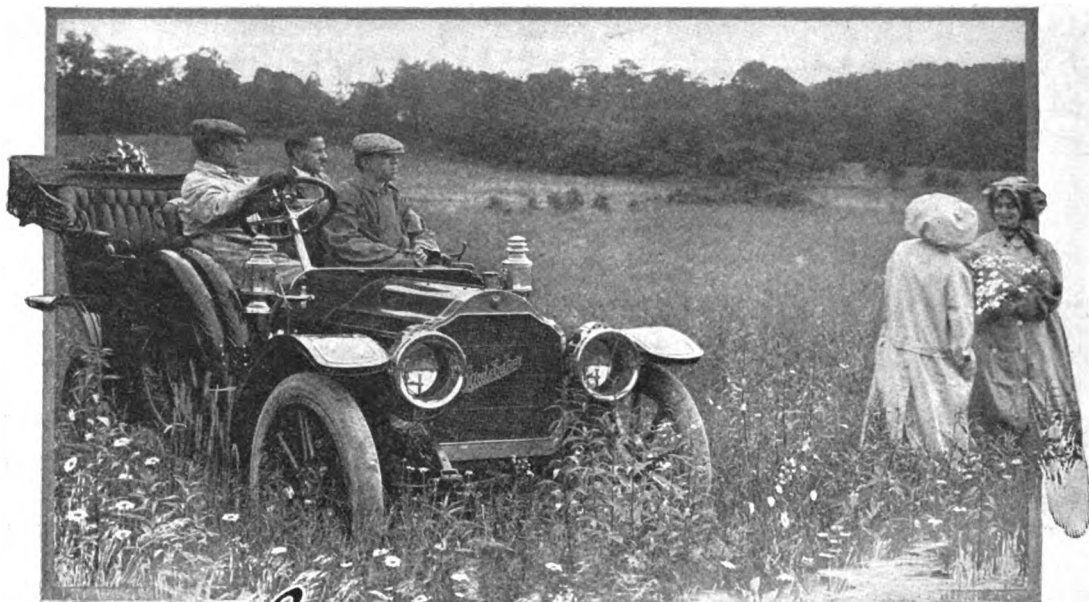
The above completed one solid string of victories in the Hill-Climbing Contests and Endurance Runs, in which Matheson Six-Cylinder cars won
EIGHT FIRSTS AND TWO SECOND PRIZES

1911 Models—Prompt Deliveries—\$3,500

A WIDE RANGE OF BODY EQUIPMENTS

MATHESON AUTOMOBILE CO., Main Sale Office and Garage:
1884-88 Broadway, New York City

Please Mention AUTOMOBILE TOPICS When Writing.



The Studebaker "40"

In every line of endeavor some one product stands out distinctly because of its character—its unquestioned superiority.

In the automobile field that product is the STUDEBAKER "40."

It is *character* that distinguishes the STUDEBAKER "40"—the combination of well-balanced qualities—the possession of every feature desirable in any car—but *not the over-development of any single feature at the expense of another.*

No name in the entire vehicle world is better known than STUDEBAKER. Certainly no name stands for higher quality, for greater integrity.

All the STUDEBAKER experience of over half a century, all the force of vast organization, the most eminent engineering talent, the greatest manufacturing skill, are concentrated in this car.

We know the STUDEBAKER-GARFORD "40" to be the most consistently designed, the most dependable of all automobiles, because there is more engineering experience behind it than any other make.

Roomy, comfortable, luxurious, extremely low in cost of maintenance—the STUDEBAKER "40" is the car that any man is glad and proud to own—the car of character.

Our literature contains exhaustive technical description of this car. Send for it and compare the STUDEBAKER "40" construction with any other.

You will also receive a copy of the "Motorist's Log Book" (with maps) describing an actual tour through France, Spain and Italy in a STUDEBAKER at a car cost of \$3.80—less than one cent per hundred miles for repairs.

STUDEBAKER AUTOMOBILE CO. (Branches Everywhere)

General Office: **SOUTH BEND, IND.**

"Licensed Under Selden Patent"

Please Mention AUTOMOBILE TOPICS When Writing.



Here is Our Great Utility Model! 30 H.P., 4 Cylinders, Detachable Tonneau

Shown in the above illustration with Tonneau detached. No more convenient, useful and economical car has ever been produced. This Maxwell will appeal to even more people than do the Maxwell 30 H. P. 5 Passenger Touring Car and the Maxwell 12 H. P. Runabout. It is a BIG CAR, having the same long Wheel-base (110 inches) as our big Touring Car, and the same big wheels and tires (34x4 inches).

Its Utility

With Tonneau detached it is a big, smart, powerful Roadster for two people. When friends are to be entertained, it can be transformed in

THREE MINUTES into a 4-Passenger Touring Car. Without Tonneau there is ample room for carrying trunk, grips, etc.

Its Economy

Maxwell economy is famous. We were the first manufacturers to give the public ACTUAL FIGURES showing the exact cost of maintenance. We are still the ONLY manufacturers whose figures show you the TOTAL cost of maintenance.

If you did not see our recent announcement showing you in EXACT FIGURES just how little it costs to run the Maxwell 5-Passenger Touring Car 5,000 miles a year, write us and we will send you a copy—also catalogue and other booklets of FACTS. Send postal—just say "MAIL FOLDER AND BOOKS."

SALE of MAXWELLS to DATE

Sold to June 30, '10 . . .	31,788
Sold during July, '10 . . .	1,971
Maxwells in use today . . .	33,759

WATCH THE FIGURES GROW

MAXWELL-BRISCOE MOTOR CO.

LAKE STREET, TARRYTOWN, N. Y.

Licensed under Selden Patent—Members A. L. A. M.

MAXWELL FACTORIES

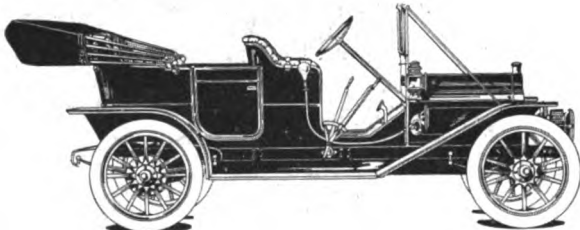
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PROVIDENCE	R. I.
TARRYTOWN	N. Y.
KINGSLAND POINT	N. Y.

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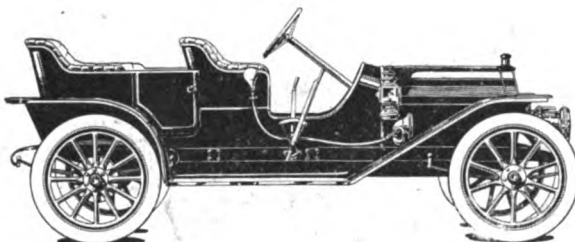
1911 ANNOUNCEMENT

The 1911 E-M-F "30"

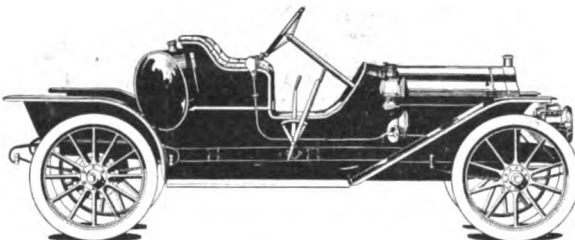
Thirty horsepower, sliding gear transmission, four-cylinder motor.



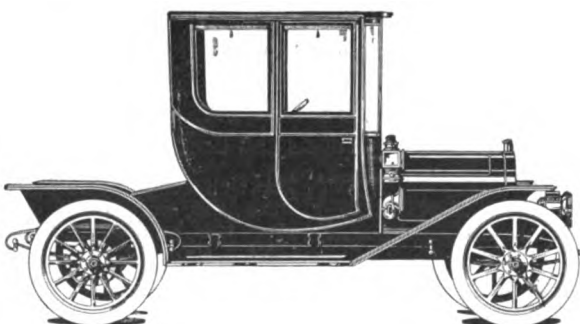
Standard E-M-F "30" Touring Car—Price \$1250. Seating five passengers. Magneto, five lamps, horn and generator included. This model is now being delivered at a rate of 50 a day.



New E-M-F "30" Demi-Tonneau—Price \$1250. Magneto, five lamps, horn and generator included. Deliveries on this model will begin in January, 1911.



New E-M-F "30" Roadster—Price \$1200. Magneto, five lamps, horn and generator included. Deliveries on this model will begin in January, 1911.



New E-M-F "30" Coupe—Price \$1650. Magneto, five lamps, horn and generator included. Deliveries on this model will begin in October, 1910.

THE SPECIFICATIONS

Our E-M-F "30" and Flanders "20" chassis remains unchanged for 1911 and the same standard specifications which have proven so successful, practical and economical in operation will be the rule during the coming season. There will be the same powerful motor, simple carburetor, practical rear axle transmission, automatic oiling system, safe steering apparatus and other practical features constructed by the same superior workmen from the highest class of materials. No necessity for changes appears in the case of a product which has stamped itself as standard and absolutely successful.

Production in Large Quantities Enables Us to Build Better Cars for Less Money

One Year's Guarantee With Every Car

The E-M-F Company believes that a stage has been reached in the automobile industry which makes it the duty of every responsible manufacturer to protect dealers and public by an absolute guarantee of his product.

We accordingly announce that, beginning August 1, 1910, every car manufactured at our plants **WILL BE GUARANTEED FOR ONE YEAR** as absolutely free from defects in material or workmanship, and will replace, free of charge, any part of the car **OR ITS EQUIPMENT** which proves defective in any such respect.

EVERITT-METZGER-FLANDERS COMPANY

W. E. Shuders
President & General Manager.

A STARTLING DEVELOPMENT in manufacturing, is it not? Yet it is one which comes appropriately from the factory which was the first to give the public a satisfactory car at a reasonable price, and the company whose policies have always been pre-eminently original and progressive.

HOW CAN WE AFFORD TO DO IT? That is the question which is naturally first on the lips of the man unfamiliar with the E-M-F Company's progress and the merits of its output. There are several reasons, and here they are. The E-M-F Company will furnish absolute protection to its dealers and purchasers—the first time any such promise has been made in the history of the industry—because:—

WE MAKE ALL OF OUR OWN CAR. The E-M-F Company alone can say—and prove the statement—that every part which is assembled to build an automobile is manufactured in its own mammoth plants—plants conceded the most efficient in the industry, with machinery more specialized and organization better systematized than any firm of its character.

WE KNOW OUR PRODUCT and we have confidence in it—confidence born of years of successful manufacture and nurtured by the severest tests to which motor cars can be put.

WE BUILD 36,000 CARS A YEAR and are enlarging our capacity as rapidly as our contractors are able. Unlike some automobile manufacturers who say they aim to produce only a few cars of high quality and profess to believe that, the smaller their output, the better is each car, we maintain that the more cars we build according to our methods, the better is each individual car and the less is its cost both to us and the purchaser.

PRODUCTION IN LARGE QUANTITIES ASSURES QUALITY in each item of manufacture, according to E-M-F Company methods. It gives us the opportunity of providing, at a minimum price to each purchaser of E-M-F "30" and Flanders "20" Cars the most skillful engineers, the most efficient mechanical force and the most versatile array of automatic machinery ever gathered for one purpose in a manufacturing enterprise. It enables us to add to our equipment a laboratory where we test every carload of raw steel which enters into the manufacture of our cars. The purchaser of a car made at a smaller factory must pay more for every department of manufacture or else—far more likely—he pays for a product designed and manufactured by second-class men provided with second-class facilities.

PROVE IT? WHY, OF COURSE! Does the housewife who wants a sewing machine go rambling about the retail district, looking for a product made by hand in some small factory and therefore supposedly superior to a Singer that comes

E-M-F COMPANY

Automobile Manufacturers

Licensed under Selden Patent

Detroit, - - Michigan

OF THE E-M-F COMPANY

During the Second Quarter of 1910, According to Our Official Report Sent to the A. L. A. M., We Manufactured and Shipped 6,594 Automobiles, Representing in Cash More than \$6,500,000

from a factory where they make a million machines a year and sell them through their own branches? Does the hunter who wishes a good rifle search something superior to the product of the Winchester Company which, by quantitative production, has made rifle-manufacture a science? Does the man who wants an adding machine ask for something better than the Burroughs and believe it possible for another company to make a better machine because it manufactures only a few score where the Burroughs manufactures by the thousand? Does the man who wants to buy a watch shun the counter where he would find the Waltham, Elgin or South Bend, and seek the little corner occupied by an obscure brand of timekeeper, manufactured by a company compelled to sell at a higher price, though providing an article unproven and comparatively unknown? Is the Steinway piano an unwelcome piece of furniture in the home of a musician because, forsooth, the manufacturers build them in large quantities which find a ready market at a reasonable and therefore popular price? Does the farmer who needs a wagon, waste his time looking for something better than the Studebaker, merely because, by the systematic manufacture of 200,000 vehicles annually, that firm has made its product the standard article of the world? The answers are, of course, obvious. And the same course of reasoning is logical for the man in the market for a watch, a piano or an automobile. There is a standard in each realm of manufacture and "Standard" is synonymous with "Excellence."

A STANDARD ARTICLE; THAT'S IT! It has been the ambition of the E-M-F Company to build that very thing. And why not a standard for automobiles? The industry is surely old enough; the universal manner in which the E-M-F "30" and Flanders "20" cars are running in every city and almost every hamlet of the United States and Canada makes the claim logical. We are the one company that is building automobiles as the Singer builds sewing machines, as the Winchester builds rifles, as the Burroughs builds adding machines, as the Waltham, Elgin and South Bend build watches, as the Steinway builds pianos, as the Studebaker builds wagons and carriages—in large quantities and by expensive machinery which makes every part of every individual entirety of the product available for use in every other one. Standard? Why, of course, and therefore the most desirable.

THE SAME SQUARE DEAL we have always given our distributors throughout the world will remain in force in the future and we are now making contracts for the season of 1911. The work of distribution we believe will be facilitated by the establishment of a system of branch houses where dealers and owners may obtain supplies and extra parts. A list of these branches appears below.

ANOTHER NEW POLICY which we are announcing today concerns particularly the relations between the E-M-F Company and our agents. Several manufacturers are at present engaged in an endeavor to persuade their distributors to handle the one line exclusively in 1911. In many cases such overtures have been made to E-M-F Company dealers who have handled other cars in combination, during 1910. As a result we have received hundreds of letters during the past month from dealers anxious to renew their contracts, asking if, for the coming year, we are expecting to ally ourselves with the exclusive representation movement. To such inquiries we are replying emphatically "No!" E-M-F Company distributors are free to handle all the lines they believe consistent with their policies, whatever they may be.

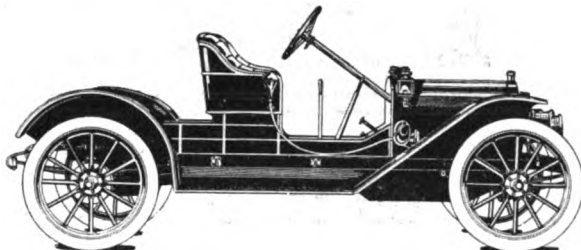
WE WELCOME SUCH AN ARRANGEMENT. The E-M-F Company does not ask nor expect exclusive representation. We are not dictating the business arrangements of our agents. We believe that they should have the power to represent what companies they may elect. We certainly do not fear the competition of any other line of cars, and will genuinely appreciate the opportunity to show our cars on the same floor with any others of their type. We shall stand by this policy and are ready to complete our arrangements for 1911 on this basis.

E-M-F BRANCHES:

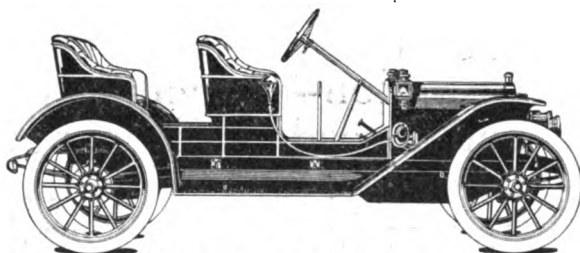
New York, N. Y.	Boise, Idaho.	Fargo, N. D.
Chicago, Ill.	Memphis, Tenn.	Buffalo, N. Y.
Philadelphia, Pa.	St. Louis, Mo.	Portland, Ore.
San Francisco, Cal.	South Bend, Ind.	Seattle, Wash.
Boston, Mass.	Indianapolis, Ind.	Kansas City, Mo.
Atlanta, Ga.	Louisville, Ky.	San Antonio, Tex.
Sacramento, Cal.	Syracuse, N. Y.	Dallas, Tex.
Omaha, Neb.	Portland, Me.	Oklahoma City, Okla.
Pittsburg, Pa.	Detroit, Mich.	Salt Lake City, Utah.
Cleveland, Ohio	Washington, D. C.	Sioux Falls, S. D.
Columbus, Ohio	Milwaukee, Wis.	Spokane, Wash.
Los Angeles, Cal.	Minneapolis, Minn.	Denver, Col.

The 1911 Flanders "20"

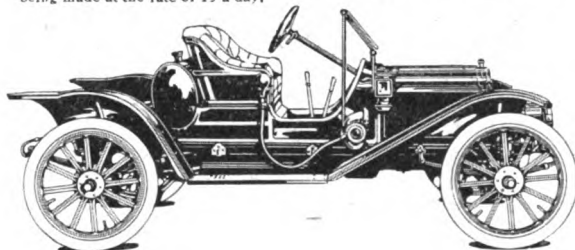
Twenty horsepower, sliding gear transmission, four cylinder-motor.



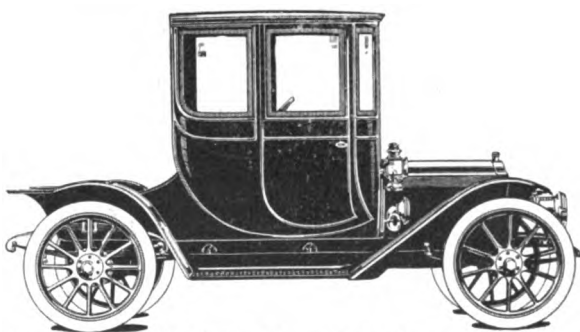
Standard Flanders "20" Runabout—Price \$750. Magneto, five lamps, horn and generator included. This model seats two passengers and has open rear deck for ample luggage. Deliveries are now being made at the rate of 15 a day.



Flanders "20" Suburban—Price \$790. Magneto, five lamps, horn and generator included. This is the popular four-passenger car. Deliveries are now being made at the rate of 15 a day.



Flanders "20" Racy Roadster—Price \$790. Magneto, five lamps, horn and generator included. Deliveries are being made at the rate of 30 a day.



New Flanders "20" Coupe—Price \$975. Magneto, five lamps, horn and generator included. Deliveries will begin on this model November, 1910.

THE EQUIPMENT

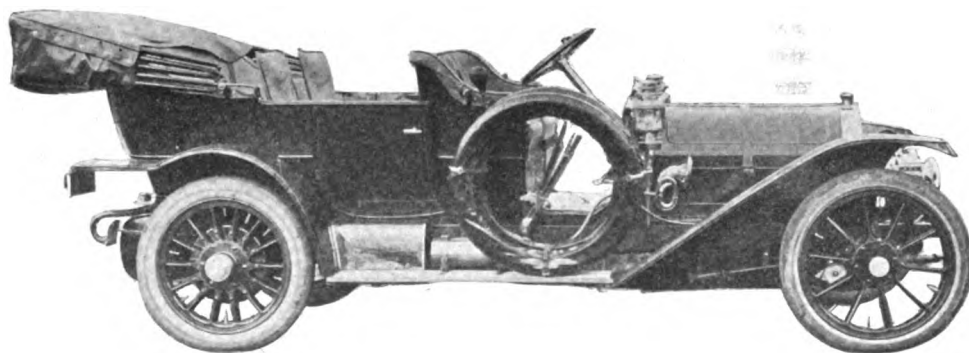
Although the price of tires, raw material and the cost of labor has materially advanced during the past year, the E-M-F Company will continue to furnish its cars complete for the list prices noted. Bear in mind that every E-M-F "30" and Flanders "20" is equipped at the list price with a magneto, five lamps, tube horn and generator, all of which are usually listed as extras by other manufacturers.

We make our own parts and equipment and are able to eliminate a considerable source of expense to the purchaser. Otherwise it would be necessary for us to increase the prices of all our models or else to reduce the amount of equipment provided as standard.

The HOUP-T.

60 H. P., 4-cylinder, \$5000.00

THE HOUP-T-ROCKWELL CAR embodies the most advanced ideas of motor car construction---principles proven in practice both here and abroad. It is manufactured by the most skilled labor in New England, by an organization widely known for the high quality of its product. No car at any price, either in America or abroad, is better made or capable of giving more effective service.



We believe it to be the best car made

It has speed, plenty of power for the hills, is silent, easy riding and commodious. This 4-cylinder, 60 horse power \$5,000 car is ready for delivery. Offered with seven different styles of body, affording the widest variety of choice to the discriminating.

Let us demonstrate to you. A telephone call to 6450 Columbus, or a letter, will bring the car to your home, so that you may judge its merit for yourself.

Please Mention AUTOMOBILE TOPICS When Writing.

ROCKWELL

Speedy--Silent--A great hill climber

June 7th

WON— \$4,000 and over Class, Shingle Hill (New Haven) Hill Climb. Defeated Simplex and other high-powered cars.

June 25th

WON— \$4,000 and over Class, Port Jefferson, Long Island, Hill Climb, defeating Knox Giantess, Stearns and other cars of higher power.

July 4th

WON— \$4,000 and over Class, Mile Straightaway, Wildwood, N. J. Also made second fastest time of the day, 48 2-5 seconds for the mile, and finished second in the Free-for-All, defeating Knox Giantess, Simplex, and several other high-powered cars.

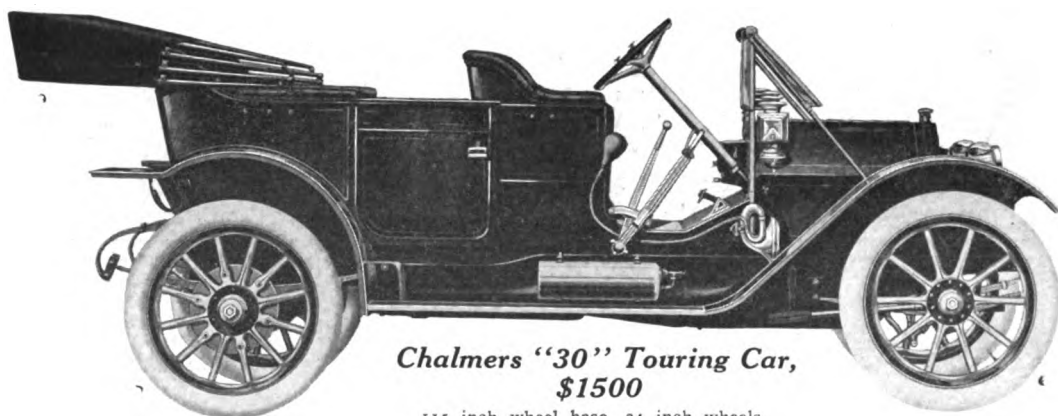
July 9th

WON— Class B, Division 5. Cylinder displacement 451 to 600. The Johnson Hill Climb, Plainfield, N. J. Defeating two Stearns cars. Time, 1.22 3-5.

 **Harry S.**  **Haupt Mfg. Co.**

2010 Broadway

New York City



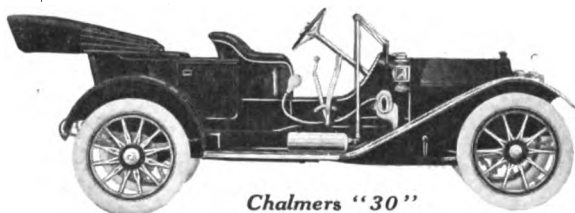
*Chalmers "30" Touring Car,
\$1500*

115 inch wheel base, 34 inch wheels.

Chalmers

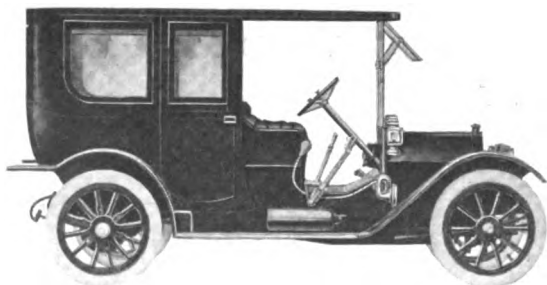
MOTOR CARS

Announcement of 1911 Models



*Chalmers "30"
Pony Tonneau, \$1600*

115 inch wheel base, 34 inch wheels.



Chalmers Limousine, \$3000

Built on "30" Chassis. Landaulet at same price.
This price includes complete equipment.

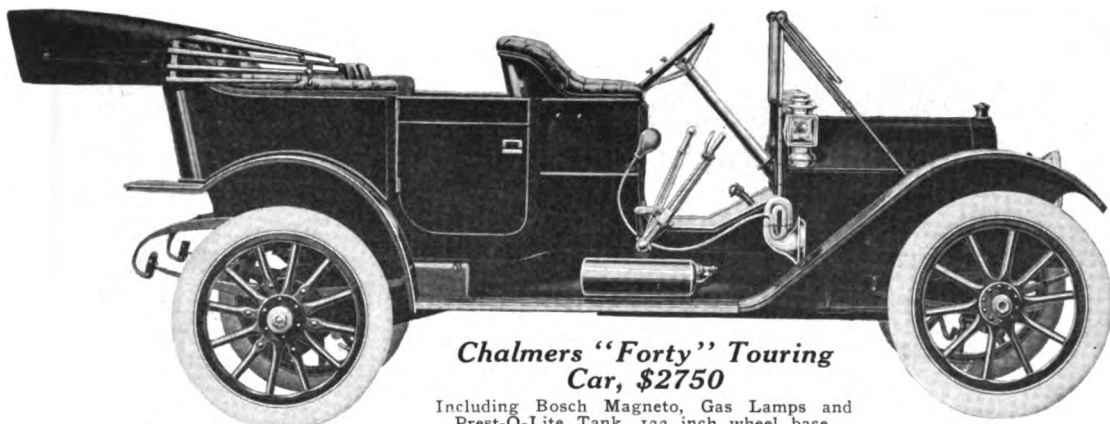
IN announcing the Chalmers models for 1911, the most noteworthy fact is that in all vital features they remain the same as the cars that have created world's records for efficiency, endurance, and speed—such as winning the Indiana and Massapequa trophies—blazing the way from Denver to Mexico City and mapping the path for the Glidden Tour of 1910. Trade papers last year gave the Chalmers the title of "Champion Cars."

The best evidence of Chalmers merit, however, is not the trophies won in tests of all kinds, but thousands of satisfied users, the majority of whom have the means to purchase cars of any kind.

The people who buy Chalmers cars are those who know how to judge motor car values regardless of prices and advertising claims.

Many of the Chalmers buyers are of the class to whom money does not have to be an object. People who can pay any price constantly show their preference for the medium priced Chalmers.

Look over the list of automobile buyers in your own community and see if these statements are not true. Talk to some of the Chalmers owners; their enthusiasm will prove our claims.



Chalmers "Forty" Touring Car, \$2750

Including Bosch Magneto, Gas Lamps and Prest-O-Lite Tank, 122 inch wheel base, 36 inch wheels; seven passenger capacity.

In general, the greatest improvement on the 1911 Chalmers consists in refinement of detail, like the artist's final touch to the masterpiece. Lines have been beautified in body and fender, so that—viewed from any angle—no car, whether it costs \$5000 or more, affords more eye-delight than the Chalmers.

On luxury-priced cars, the purchaser naturally expects not only the highest standard of workmanship, but the most costly materials, whether upholstery, trimmings or paint. Never before has it been possible to duplicate this excellence in a moderate priced car—for example, the Chalmers "30" receives sixteen coats of paint, requiring five weeks to finish it.

In detail, the curves just back of the tonneau doors have been straightened out, making the low, rakish, straight-lined bodies which every maker strives so hard to obtain. The seats have been lowered, adding materially to the riding comfort.

The tonneaus of both "30" and "Forty" have been made longer and wider. The fenders have been changed slightly, adding to the graceful appearance of the car and at the same time affording greater protection from water and mud.

The brackets supporting the running boards are fastened inside the frame, making the exterior of the car appear perfectly smooth.



On the Radiator

The battery box has been placed under the tonneau floor and a tool box big enough to hold a pump placed on the left running board, a change that every driver will praise.

Both the "30" and "Forty" motors remain unchanged in principle, although small refinements of detail and workmanship insure that they will be even smoother running and quieter than ever before, without sacrifice of power, which is too often the case in so-called "silent" cars. New style carburetors are used on both motors and their economy and uniformity of operation under all conditions will surprise every buyer.

On the "30," we furnish a Bosch magneto, big new-style gas lamps, Prest-O-Lite tank and a special Chalmers top—all for \$200 additional.

As in former years, the Chalmers principle is not to make as many cars as possible, but to make them as good as possible. Chalmers cars are built on a quality, not a quantity basis. We regret that we could not furnish cars of the 1910 models for all who wanted them. We fear that some may have been offended at being told they could not get the cars they wanted. It is sometimes harder to tell a man he can't have a thing than to show him why he ought to have it.

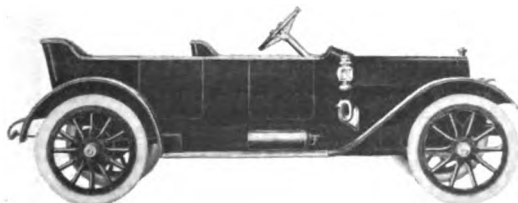
We would like to take care of everyone who wants a Chalmers car, and yet it is not our ambition to build cars in very large quantities; hence we would advise you to place your order early.

Demonstrating cars are being sent to our dealers all over the country this month. Deliveries to customers begin August first.

Write for the new catalog T. and name of the nearest dealer.

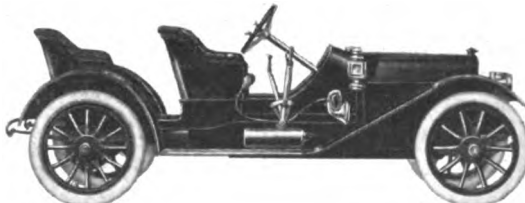
Chalmers Motor Company, Detroit, Mich.

(Licensed under Selden Patent)



Chalmers "Forty" Torpedo Body, Price \$3000

122 inch wheel base, 36 inch wheels. Including Bosch Magneto, Gas Lamps, Prest-O-Lite Tank and five demountable rims.



Chalmers "Forty" Roadster, \$2750

122 inch wheel base, 36 inch wheels. Price includes Bosch Magneto, Gas Lamps and Prest-O-Lite Tank. We also make a "30" Roadster at \$1500.

YORK TIMES, THURSDAY, JUNE 16, 1910.

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WHAT CAUSED A HALT IN HAMILTON'S FLIGHT

**Curtiss Finds the Quality of Oil
Supplied in Philadelphia Forced
the Flier to Descend.**

SOME PROBLEMS SOLVED

**Moot Points in Aviation Cleared
and Aerial Travel Thus Made
Less Hazardous.**

Glenn H. Curtiss, who was a maker of motor bicycle engines before he was an aviator, looked over Charles K. Hamilton's biplane yesterday and found that it was that brought the flying man unexpectedly to earth while winging his way from Philadelphia to New York Monday.

What Curtiss said when he found the trouble was pertinent to the art.

them had worn almost through. Had it worn all the way it would have released one aileron from the flyer's flexible seat, and would have made it impossible ever to regain level keel once a sidewise wind had started, the planes gliding off on a slant.

The answer Curtiss found again when he landed at Governors Island was that his oil tank had rubbed against a brace on account of the engine's vibration, and had worn a hole in its side, thus dropping his gauge to "empty" when he still had a dozen miles to travel.

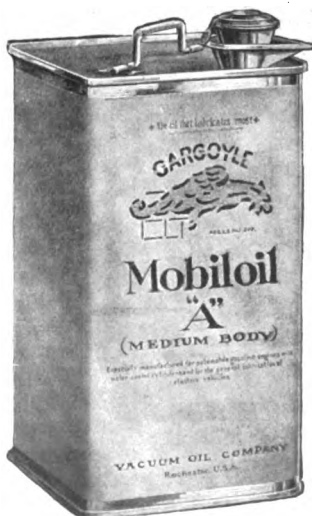
Hamilton's first accident, in which a propeller blade was snapped, occurred because engineers, while building a section of the aviation field full of surveyors' stakes. Only the night before he dropped a wire on one of these stakes, and in taking another chance of spinning safe through them next morning he met a wire.

As to his second accident on the long flight, Hamilton's mechanic had seen the can of light oil that a Philadelphia concern had supplied instead of the brand ordered, and had refused to accept it. A Times representative promptly dispatched a fast automobile for a can of the proper brand. Ten minutes before the automobile was due to return light rain began to fall and storm clouds appeared in the west. Hamilton looked them over; he had set his heart on winning the round trip flight from New York and back, and realized that every minute counted. He wasn't willing to await fair weather and exactly the right oil, so he seized the can himself, filled his tank, and in a minute or two more was up in the air and off.

HAMILTON.

Mobiloil

A GRADE FOR EACH TYPE OF MOTOR



If Mobiloil is good enough for Curtiss and Hamilton, high in the air, where having the best means so much, is it good enough for your automobile? Send for free illustrated booklet, showing grade for each make of car.

Manufactured by

**VACUUM OIL
COMPANY**

ROCHESTER, U.S.A.



Vacuum Oil Company,
29 Broadway,
New York City.

Dear Sirs,

I am pleased to report the success we have met with in the use of "Mobiloil" in lubricating the engines in our aeroplanes, and to say that it maintained its reputation in my Albany-New York flight.

Very truly yours,

June 6, 1910.

C. K. Hamilton

Please Mention AUTOMOBILE TOPICS When Writing.

Automobile Topics

Illustrated

Vol. XX.

NEW YORK, AUGUST 6, 1910.

No. 18.

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A SCENE ACROSS THE BORDER INTO MEXICO—PACK HORSES BRING WOOD FOR THE VILLAGE OF SANTA CATERINA. THE AUTO IS THE E-M-F, "THREE FLAGS" CAR.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS

Vol. XX.

NEW YORK, AUGUST 6, 1910

No. 18

TOPICS

NEW YORKERS do not know how narrowly they missed the encounter of the century. Not even the mournful "mill" at Reno between those distinguished followers of the fistic art, Mr. Jack Johnson and Mr. Jim Jeffries, was as thrilling as the speed battle which admirers of Mr. Johnson and Barney Oldfield endeavored to put on as the star attraction at Brighton Beach. That would have been a sight worth going miles to see. It is said that Mr. Johnson seeks to become as proficient a racing driver as he is a past grand master of the pugilistic art, and it goes without saying that Barney would have taught him a few tricks worth remembering. The meeting would probably have been a peaceful one, as Mr. Johnson is famed for his good nature and cheerfulness; but had he been inclined to get grouchy it is interesting to recall that Barney is no novice at Mr. Johnson's own game. Had he not found his niche in the automobile racing field he might have devoted himself seriously to becoming the middleweight champion, as he always had a fancy for the squared circle. But, alas, the treat is not to be ours. The A. A. A. has drawn the color line, and will not grant a license to Li'l Artha'.

THE EXPECTED HAS HAPPENED. August 1 came around all too quickly and found the Motor Vehicle Department of New York State quite unready to enforce the new automobile law. Consequently what many people ex-

pected actually occurred—a period of grace was given to owners of cars who have not yet received their registration certificates and numbers. August 15 is now set as the date on which the law will become fully effective, but it is long odds that another extension will be made when that time arrives. As a matter of fact, it seems quite impossible to get everything shipshape by that time. All the numbers are not ready, so that even if the clerical work could be done many motorists would be held up through failure to give them the necessary numbers.

"BLEEDING KANSAS" is today prosperous and happy. The days of civil strife, when the new State was a bone of contention between the North and South, have long since passed away, and have been supplanted by the era of drought and mortgages. In their place have come all the modern conveniences and luxuries—pianos and automobiles, and especially the latter. The State has prepared a list of automobile owners, and figures just disclosed reveal that the number falls but little short of 10,000. Kansas will never become plutocratic, but the days of grinding poverty have gone, never to return.

FROM TIME IMMEMORIAL the average Englishman has loved a lord, or been accused of doing so, which is about the same thing. This assertion is brought to mind by the fuss which has been made in England over the death of the Hon. C. S. Rolls, the most conspicuous victim

of the flying machine. The unfortunate aeronaut was the son of a lord, and it is said that public opinion in England now demands that aviation methods should be made less dangerous. Heretofore, the British public has been content to watch aviation flights, to applaud the daring men who figured in them, and to exclaim, "Too bad," when accidents happened. What a difference the matter of descent makes!

THE PUBLIC is informed by the *Braunschweiger Landeszeitung*, of Brunswick, Germany, that "the greatest difficulty in automobile construction has been the pneumatic hooping of the wheels." Sounds as if it were some form of the whooping cough.

ALTHOUGH A VETERAN of the infantry branch of the army, a former German army officer claims he has a device which eliminates jolting in an automobile. He has shifted the point of elasticity, which formerly consisted of metal spring plates under the body of the wagon, to the axles of the wheels by an ingenious lever system, using ship's cables for hooping. He declares that by using this device the wagon does not jolt up and down but moves on a horizontal plane, backward and forward. Now the language must be enriched by a new word which will describe seasickness when it overtakes a motorist!

GERMANY HAS CREATED a new job for some one of its favored sons and Kaiser Wilhelm favors the innovation more strongly than some of his subjects. In other words, Germany will have an inspector of aerial ships. Hereafter no balloon shall go up in Germany until it has been passed upon by the inspector. No airship shall sail until its papers have been countersigned by authority. No aeroplane will be permitted to go skimming over the country until it has been viewed and passed. Anyone violating these rules will be declared guilty of lese majesty.

TOURISTS SHOULD BE CAREFUL about including the eastern shore of Maryland in their itineraries. It is said that it is so hot there that the patches on the tires (sic) are melted. This is a pity, for otherwise this is a delectable land, abounding in fish and game and other good things.

THAT THE AUTOMOBILE is a crop saver, a protector of vegetation from the ravages of predatory insects, is a discovery made by Professor Oscar W. Oestlund, assistant professor of entomology at the University of Minnesota. Originally hated by farmers for frightening their horses and stock and for emitting foul odors which pollute the sweet rural ozone, the automobile has, through the investigations of this entomologist, been turned from a banned to a blessed contraption. Here is the line of reasoning: Fifty odd years ago insects ravenously devoured the crops of this country. The insectivorous birds were not numerous enough to exterminate them, so a shipload of English sparrows, trained to diet of insects and pernicious worms, was imported to eat 'em alive. But lo; beneath the folds of the stars and stripes they foreswore their native diet and sailed into the grain with such all-devouring hunger that soon after a bounty was placed on their chubby little heads. They seemed to eat everything but what they were imported to eat.

THEN CAME THE AUTOMOBILE. Scorching along the streets, emitting a stream of smoke it was different from old Dobbin plodding along. Coincident with the arrival of the automobile also came the White Wings. With the automobile's advent cutting off their food supply in one quarter, they reverted to their original virtue—that of eating insects. Legendary tradition told them it would be perfectly proper and in keeping with the habits of their early ancestors across the pond to eat insects, and they have fallen to eating and killing them with all the murderous destruction of which their pugnacious natures are capable.

DETROIT IS THE SCENE of a merry war among the operators of the rubber neck cars. In anticipation of an enormous summer business all sorts of sight seeing motor vehicles have been plying the streets and parks, and with the lull of last week they did not fare very well. Although the regular fee for a tour of the Boulevard and Belle Isle is \$1, some of the rubber neck men were offering to make the trip for a dime a head. At this rate they promise to solve the much mooted street railway franchise muddle, which has played such a part in Detroit politics for the last eighteen years.

Daylight Start for Grand Prize Contest

The Grand Prize race, as well as that for the Vanderbilt cup, over the Long Island, N. Y., course on October 15, will be started at daylight, and the grand stand, the official stand and the parking spaces will be brilliantly illuminated all the preceding night. The same arrangements have been made as for the Vanderbilt cup race, which will take place on October 1. Buglers will be stationed near the grand stand and they will signal the approach of the cars.

The county and town authorities of Nassau County are co-operating with the Long Island Motor Parkway and the Motor Cups Holding Company to improve the highways leading to the grand stand. Road surfaces are being repaired and will later be treated with oil. By an arrangement with the Long Island Motor Parkway, the Motor Cups Holding Company has arranged to open a large field west of the grand stand for the use of the general public. No charge will be made for cars entering this field; a nominal charge of \$1.00 per person will be made for those who enter the field, whether occupying automobile or on foot. This field immediately adjoins the grand stand to the west and is conveniently located for seeing the score boards which are placed on the official stand. Sheriff Foster, of Nassau County, is taking steps to make the circuit safe, having in addition to himself, the under-

sheriff and various deputies at work at this early date arranging the various details, preliminary to the events to be held in October..

Racing and training quarters are being engaged almost daily by entrants in and close to the circuit. The attention of entrants is called to the fact that no preliminary practice will be permitted except to those who have paid their entry fee and received the official radiator plates furnished by the Motor Cups Holding Company. All cars not equipped with these plates will be cautioned by the road authorities and be removed from the public highways on practice mornings. Ten days of preliminary practice will be allowed for each race, not including Sundays. The Board of Supervisors of Nassau County has been particularly liberal this year and permitted speed in practice on these ten days from 5 to 8 o'clock in the morning. All intersecting roads and crossings will be guarded by flagmen, sworn in as deputy sheriffs, who will keep traffic from the highways during these practice hours.

Three Marquette-Buicks have been entered for the Grand Prize race and Louis Chevrolet and Robert Burman will drive two of them; the driver of the third has not been announced. Others who will compete are: Nazarro, Wagner, George Robertson, Ralph De Palma, Roy Harroun, Joe Dawson and Barney Oldfield.

Harmsworth Cup Course Is Selected

The course for the race for the British international trophy for motor boats, which will be held off Larchmont, N. Y., on August 20, is as follows: Starting point, breakwater at Larchmont. Leaving the race committee's boat on the port hand; thence southwest, quarter west, 2 1-10 miles to the first stake boat anchored off Huckleberry Island and showing a blue and white ball, leaving it on the port hand; thence south by east, quarter mile to the second stake boat, showing a yellow ball, leaving it on the port hand; thence east southeast, quarter east, quarter mile to the third stake boat, showing a blue and white ball, leaving it on the port hand; thence northeast by east, half east, 4 9-32 miles to the fourth stake boat, showing a blue and white ball, leaving it on the port hand; thence north by east, half east,

quarter mile to the fifth stake boat, showing a yellow ball, leaving it on the port hand; thence northwest, quarter north, quarter mile to racing buoy A (perpendicular stripe), leaving it on the port side; thence west by south, half south, 2 21-32 miles to the starting line, leaving the race committee's boat on the port hand and the marked boat with the red ball on the starboard hand; thence over and around the same course a second time; thence around a third time, to finish, leaving the race committee's boat on the port hand and the marked boat with the red ball on the starboard hand. Total distance, 30 nautical miles.

The first stake boat (the one first to be rounded at the southwesterly end of the course) and the fourth stake boat (the one first to be rounded at the northeasterly end of

the course) will be large, square ended scows, fitted with masts and gaffs, and the blue and white balls will swing from the ends of the gaffs. All other stake boats will be dories, and the balls will be pierced by the masts and will be hoisted to or near to the mastheads.

Brighton Beach to Have Another Meet

So great a degree of success attended the recent matinee at the Brighton Beach track, that the Motor Racing Association has decided to give another on Saturday, August 13. The entry blanks have been sent out and already several cars have been entered.

A. B. Cordner, chairman of the Brighton Beach Committee, says that a force of men is now engaged in laying more cement and that it is hoped this will make the track faster and safer at the corners. At 8 o'clock Friday night, August 19, a 24-hour race will be started at the Brighton Beach track and will end at 8 o'clock Saturday night. W. H. Pickens, manager of Barney Oldfield, said that it was barely possible that Oldfield will race at the Brighton Beach track on September 3 and 5 for a prize of \$1,000, he to meet all comers. Oldfield would also be willing to take part in a sprint prize of \$500 on those dates. It is said there is a slight chance of Oldfield taking part in a 24-hour race at this track sometime in September.

Former State Engineer Skene Indicted

Following an investigation by a special grand jury into the charges of irregularities in awarding contracts for roads during the administration of Frederick Skene, former State Engineer for New York, seventeen indictments were reported to Supreme Court Justice Henry B. Cowan, at Albany, N. Y., on August 3, and Skene was named in each one. Others indicted with Skene are: Frank L. Gammon, first deputy under Skene, formerly of Lyons, but now said to be in Havana, Cuba; John P. Kelly, of Rochester, Skene's Western division engineer; Louis B. Harrison, of New York, Eastern division engineer under Skene; John B. Russell, president of the Russell Contracting Company, of New York City; John F. Clancy, a Long Island City contractor; Thomas J. Gerehart, of the Robinson & Gerehart Contracting Company, of Brooklyn; James K. Palmer, of James K. Palmer & Company, of Clearfield, Pa.

Skene's bail was fixed at \$10,000 and Harrison was held in \$5,000.

Skene alleges that the whole business is the move of a political enemy and that the investigation has not been conducted in a fair manner.

New Jersey Commissioner Will Explain

There will be an interesting, and, perhaps, an enjoyable, time at the Automobile Club of America on Wednesday evening, August 10.

Hon. J. B. R. Smith, Commissioner of Motor Vehicles of New Jersey, will deliver an address, in Assembly Hall, at 8 o'clock, on the subject of Automobile Laws.

Mr. Smith's address will deal, it is stated, with the subject of reciprocity in automobile laws of the various States. It is added that the "many misunderstanding about the attitude of New Jersey, and what the New Jersey laws have done for motorists in general, will be taken up by the commissioner."

President Sanderson, of the club, will preside, and, as the public will be invited, it is expected that a large and interested audience will be in attendance.

To Test Maryland Law

For the purpose of testing the constitutionality of the Maryland automobile law, which went into effect on July 1, and which is said to discriminate against motorists from the District of Columbia, John Thilman Hendrick, of Washington, went into Maryland on July 28, in a car which displayed no Maryland license tag, and without his having registered in Maryland. He was arrested at Hyattsville and taken before Justice Brooke Hunter, who fined him \$25 and costs for operating without a license, and \$15 and costs for being without certificate of registration. An appeal was promptly taken and the case will come up at the October term of the Circuit Court in Maryland.

To Arrest Obstructors

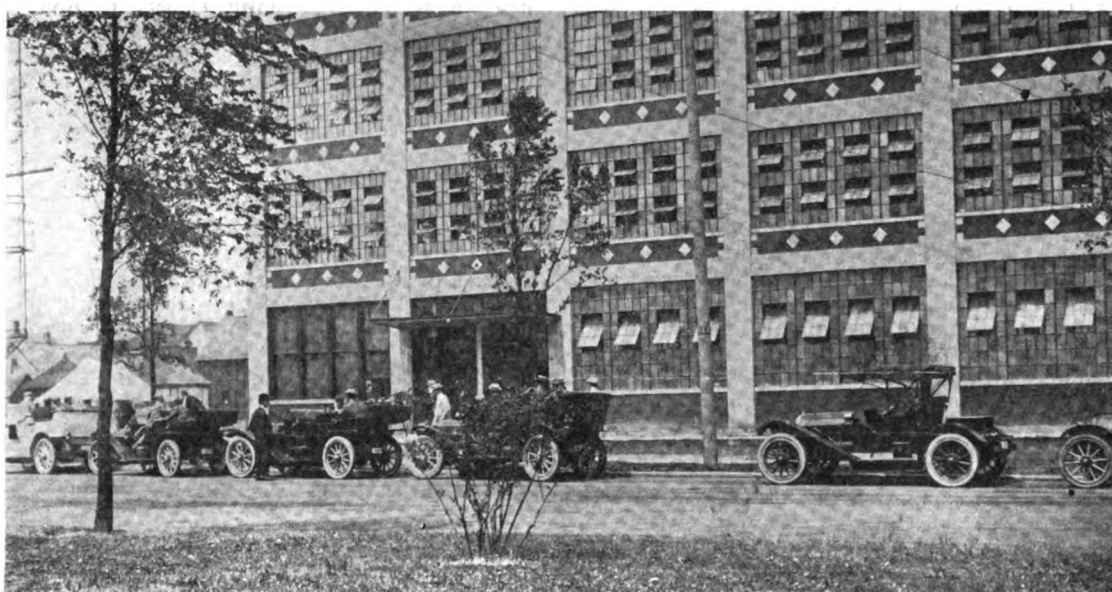
The Lehigh Valley Motor Club, with headquarters at Allentown, Pa., has employed detectives to make arrests of persons found guilty of placing obstructions in the way of automobiles. Allentown is near to Reading and both the counties of Lehigh and Berks have had frequent cases of maliciousness along these lines.

Engineers Hold Mid-Summer Meeting

The mid-summer meeting of the Society of Automobile Engineers was an entire success. It started on Thursday at the Hotel Tuller, and, in addition to the leading engineers and designers, there were in attendance many of the leading metallurgists of the country. President H. E. Coffin opened the session with a talk of the work on hand and the future of the association. The tellers reported that

evening, and after it the committees reported. Charles T. Terry advocated taxation on the New York plan, according to horse-power.

On Friday the visitors and members had enjoyable sessions and visits. Papers were served after a visit to the Timken-Detroit Axle Company. Various parties also visited the Cadillac, Chalmers, E-M-F. and Packard factories, Aluminum Carriage Company, Detroit



VISITING THE PLANT OF THE ALUMINUM STEEL CASTING CO.

sixty new members had been taken in since the winter meeting in New York. Credit for this growth and for the excellence of the current meeting was given to Mr. Coffin and General Manager Clarkson. The society dinner was held at the Tuller roof garden in the

Steel Products Company, Gear Grinding Company and other factories.

Many papers were read, and there were discussions at the closing sessions on Saturday, and the meeting was voted one of the best the society has ever held.

Oldfield and Kirschner to Race

Barney Oldfield and Ben Kirschner will be the stars of the mid-summer race meet to be conducted by the Quaker City Motor Club August 13, at the Point Breeze track. Oldfield will make an attempt to break the track record for a mile, one minute and one second, held by Ralph de Palma. Hugh McAnany, proprietor of the track, has offered a special prize of \$500, to be awarded to Oldfield if he should bring the mark down to 57 seconds, as the driver has promised to do. The program

of short races will begin at 1 o'clock in the afternoon and will continue until 3.30 o'clock. After an intermission of half an hour, the six-hour race will be started, finishing at 10 o'clock at night.

The Milwaukee Automobile Club is arranging for the annual orphans' outing, which will be given this month. W. H. Pipkorn is in charge and he expects to have 200 machines in line.

Trouble Over International Aviation Meet

Following the resignation of Gage E. Tarbell, the recently appointed general manager for the International Aviation Meet, which was to have been held at Garden City, Long Island, N. Y., October 15 to 23, Lawrence L. Gillispie, chairman of the Subscribers' Committee, announced that the meet would be held at the Belmont Park race track. His final statement follows:

The first international aviation contest to be held in America will be held at Belmont Park, L. I., from October 15 to October 23, 1910, inclusive. The meet will be given by the Aero Corporation, Limited, having offices at 1 East 42d Street, New York, with the consent and under the supervision of the Aero Club of America, and in accordance with its rules and regulations.

The international race for the James Gordon Bennett trophy, won by a member of the Aero Club of America, and to be contested for in this country this year, will be given in connection with a general tournament of aviation, running over a series of nine days, comprising contests in speed, altitude, endurance and skill. It will include an elimination race for the selection of the American contestants to represent this country in the sixty-mile international race.

The funds required for giving the meet have already been entirely subscribed, and the list of subscribers is about to be closed. Such funds as are needed will be loaned by the Subscribers'

Committee to the Aero Corporation, Limited, which will use them as required.

The presidency of the meet has been tendered to August Belmont, who has accepted the honor. The vice-presidents, most of whom are also subscribers, are Andrew Freedman, Alan R. Hawley, Charles Jerome Edwards, Bradish Johnson, A. W. Krech, J. C. McCoy, Allan A. Ryan, Samuel H. Valentine, J. J. Van Alen, J. L. Van Alen, John Alvin Young, John Jacob Astor, Cornelius Vanderbilt, Otto H. Kahn, J. C. Breckinridge, George W. Perkins, Russell A. Alger, Henry Clews, T. P. Shonts, V. Everit Macy, George F. Baker, Jr., De Lancy Nicoll, R. A. C. Smith, George C. Boldt, Cortlandt F. Bishop, James Gordon Bennett, Bernard N. Baruch, Redmond Cross, Richard Croker, Jr., Mortimer L. Schiff, J. A. Blair, Jr., William B. O. Field and Lawrence L. Gillespie.

The committee in charge is actively engaged in plans for the proper transportations of the large volume of people who, it is anticipated, will wish to witness the events, and when they arrive at the grounds to see that they are properly provided with boxes, seats or parking spaces.

Officials of the Long Island Railroad have assured the management that the crowds will be handled in a manner worthy of the event and the locality.

Further additions will be made to the list of officers, and announcement will later be made of the personnel of the Executive Committee, of the Finance Committee and of the Committee on Aviation.

Must Take All Entries for Aviation Meeting

Following a protest entered by Charles K. Hamilton, the Executive Committee of the National Council of the Aero Club of America, decided on August 1, by a vote of 5 to 2, that no aviation meet in this country should be sanctioned unless the entry of every aeronaut who desired to enter and who was in good standing with the parent organization was accepted. Although the immediate result of this action is to refuse a sanction for the aviation meet that was to have been held by the Harvard Aeronautical Society in the Cambridge, Mass., Stadium, September 3 to 13, it was taken to prevent professional aeronauts from interfering with any more meets by bringing their business troubles before the national body.

The resolutions adopted by the National Council are as follows:

Resolved, That no sanction for a meet, congress, contest or exhibition shall be granted to any club by the National Council, except upon the express

condition that any such event shall be open to entrance by any qualified and licensed aviator, and no ground or reason other than that formulated by the National Council or the Contest Committee shall be deemed sufficient reason for refusing the entry of such aviator, and violation of this rule shall annual such sanction.

Whereas, The Executive Committee has considered the questions involved in the Curtiss and Hamilton controversy, so far as the same affects the National Council, and nothing therein has been charged or developed which in any way reflects on the personal or official conduct of Jerome S. Fanciulli, the secretary of the National Council.

Resolved, That this committee hereby takes the occasion to indorse Mr. Fanciulli's conduct in all matters pertaining to the office of secretary.

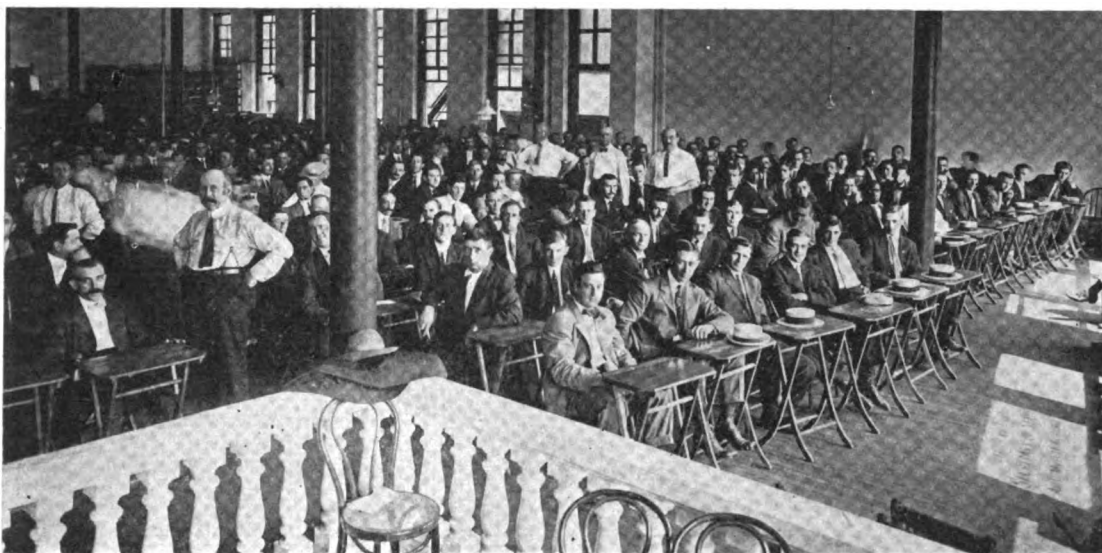
This action is the direct outcome of the squabble between Glenn H. Curtiss and C. K. Hamilton. Hamilton was asked to enter the Harvard meet, but deferred at first, making his entry some time later. Then Fanciulli, business manager for Curtiss, withdrew the four Curtiss entries and Hamilton was asked to withdraw his entry.

Callan Law Enforcement Is Delayed

Although the Callan law became effective in New York on Monday, August 1, many owners and chauffeurs have still to receive their licenses. This is due in a great measure to the vast amount of extra work entailed, but in order that those who have done all in their power to comply with the provisions of the new law, may not be subjected to unpleasant police vexation, Secretary of State Koenig has issued the following order which will be sent to all those who have paid fees and whose applications are still under advisement. The letter:

"I shall see to it that the Callan law is strictly enforced. There will be no harsh methods used in its enforcement, but drivers of automobiles must understand that hereafter they must obey the law. In the past there has been a great deal in indifference displayed by certain automobilists toward the traveling public. I believe this will cease now. If it does not the offenders will suffer the penalty of the law, and it has been made strict enough to cover all cases of violations against the safety and protection of the public.

"Every person must now drive an automo-



NEW YORK CHAUFFEURS READY FOR THE EXAMINATION

To Whom It May Concern:—

Pending investigation of the claim of _____ that he has filed his application for an owner's or chauffeur's license with the Secretary of State in Albany, with the required fee, the police authorities are respectfully requested not to make an arrest for the failure to have a license for a period of at least ten days from the date of this letter.

In commenting on the new law on July 31, Secretary Koenig said:

"Automobiling after today in New York State will be both safe and sane. It will be made so under the Callan law. If I have the full co-operation of Police Commissioner Baker, of New York, of which I have already been assured, and that of the up-State officials, there will be less danger in the future from reckless automobilists, whether they be owners or chauffeurs.

bile in a careful and prudent manner. This department has a number of examiners in New York, Buffalo, Rochester, Syracuse, Albany, Utica and other cities, and they will co-operate with the local authorities in seeing that the law is enforced.

"I would suggest to the public the advisability of making a list of the numbers of automobiles owned by persons who drive their machines, or allow them to be driven, in a reckless and arrogant manner. If an accident occur through their indifference to decency and the rules of the road help in bringing them to the attention of those empowered to carry out the provisions of the Callan law.

"The roads and highways of New York State are owned by the people. They pay



THE INTERPRETER GIVING EXPLANATIONS

taxes to maintain them and are entitled to protection against automobilists who would abuse their privileges. No man who is operating an automobile should display indifference toward the driver of a horse and carriage, and if he does he should be punished. For instance, persons riding, driving or leading a horse or horses may, under the Callan law, cause a car to come to a full stop if the animal appears to be badly frightened. When signalled the motor driver must silence his machine.

"Upon the driver of an automobile rests the burden of proof. If all automobilists will

drive their cars in a careful and prudent manner the public will be safe. Speed in excess of 30 miles an hour is presumptive evidence of carelessness.

"Chauffeurs are workmen and they cannot afford to lose their jobs. The State will not deprive them of a living if they obey the law. When they violate it they must expect the punishment. There will be no favoritism or discrimination shown in the enforcement of the new law. Politics will have no part in its operation. The rights of the public will be protected with all zeal and care."

Found Southern Kentucky Roads Too Bad

Quicksand, unbridged rivers and fords, roads where washouts, gullies and fallen trees were more plentiful than level stretches, new ground where even ox teams had trouble in drawing sledges, all of these were encountered by the pathfinding party for the annual reliability and economy run of the Louisville Automobile Club, which will be held in September, and caused the scouts to abandon all hope of finding a suitable route through Southern Kentucky. They are now trying to locate a more passable trail through Central Kentucky.

The pathfinders used a Rambler car, and although they met with much hard going they used block and tackle but once.

\$14,000 House for Milwaukee Club

Work has been started by the Milwaukee Automobile Club on the erection of its new clubhouse, which will cost \$14,000. The club will occupy the center of a large wooded tract at Blue Mound and Cottrill avenues, west of the city limits. It is expected to be ready for occupancy by October 1.

Boston Park Roads Still Open to Motorists

That automobiles and motor vehicles are to still enjoy the pleasures of the parkways of Boston was the result of the Highway Commissioners finding, after a hearing that lasted a whole day at the State House on July 27. The mayor of Boston, in an endeavor to make the State pay over to the city a larger revenue, issued an order excluding all motor cars and vehicles from the parkways of Boston. A public hearing followed at the State House, the protest of the motorists being so strong that the Highway Commission, after three days, handed down a decision that no way approved of the action of the Boston commissioners. The communication sent to the Boston commissioners from those of the State Commission was as follows:

In reply to your letter of April 11 stating that the mayor had expressed his desire that motor vehicles be excluded from the roadways under your control, and also in reply to your letter of July 1, inclosing copies of the regulations adopted, I am directed by the Massachusetts Highway Commission to inform you that the duly advertised public hearing required by law was given on Wednesday, July 27, at 3 o'clock P. M., on the regulations adopted by your honorable board June 29, 1910, excluding motor vehicles from certain of the parks under your control, also upon the amendment to said regulations adopted July 15, 1910.

As you know, the law provides that before any such regulations can become effective, this commission must, after a public hearing, certify that they are "consistent with the public interests."

The commissioners are sorry that no member of your honorable board appeared at this hearing to state the considerations which induced your board to adopt these regulations.

Four hundred and seventy letters were received protesting against the regulations, and about 750 people remonstrated, in writing, against their adoption. A large number of these remonstrants were business men of Boston and Boston residents.

At the hearing not a single person appeared who favored the adoption of the regulations, with the possible exception of his honor, Mayor Fitzgerald. There was, on the contrary, a very strong protest, both by individuals and representatives or various organizations, including one appearing by direction of the Boston Chambers of Commerce.

His honor, the mayor, can hardly fairly be considered as favoring the regulations. First, because he vehemently disclaimed having requested your board to make the regulations at this time, although he admitted that he did request the passage of similar regulations earlier

in the year, and while the Legislature was in session. Second, because he refused repeatedly to say directly whether he was in favor or against the adoption of the regulations, though during the discussion he seemed to appreciate the opportunity of getting in touch with the automobilists and their representatives. Third, on the whole, perhaps, his honor should be counted as not favoring the exclusion of motor vehicles from the park roads, because he said, "I do not want to be a party to any regulation that is going to interfere with the happiness or pleasure or the comfort of the people who are coming to Boston this summer." As the park roads furnish by far the pleasantest, as well as the usual entrance for automobilists coming into Boston from the south or west, this remark of the mayor of the city is entitled to considerable weight, possibly as much as any of the arguments he advanced which tended in the opposite direction.

It would not be proper, however, in considering regulations adopted by a responsible body of men intrusted with the control of certain public parks or roads, to rely entirely upon letters of protest, no matter how strong, or upon oral remonstrances by representative men, or upon the fact that no one appeared from your board or elsewhere to favor such regulations.

The commission, therefore, had to look further for the considerations that led to their adoption. It could not have been for the convenience of the public using the roads in question, because an actual count of the vehicles using the park roads showed that only one-quarter were horse-drawn vehicles, while three-quarters were automobiles. An actual count was taken for seven days in August, 1909, and for seven days in October.

The daily average traffic was as follows:

			Per cent.
August, 1909	Horse-drawn	Autos	Autos
Commonwealth Ave..	401	2,091	84
Jamaicaway	333	764	70
Columbia road.....	205	230	53
Totals	939	3,085	77
October, 1909			
Commonwealth Ave..	690	2,305	78
Jamaicaway	354	699	67
Columbia road.....	176	237	37
Totals	1,220	3,241	73

It is self-evident, therefore, that the regulation excluding automobiles cannot be consistent with the interest of that part of the public which travels in automobiles. Three-quarters of all the users of the park roads would be excluded. More venienced daily.

than 3,000 owners of automobiles would be incon-

The expense of maintenance, however, might have been a consideration with your honorable board. The commission, therefore, requested you to furnish the official figures. The figures, however, showed conclusively that it could not be the

expense that induced your board to adopt these regulations. It is a matter of common knowledge that the travel upon the park roads has increased greatly in the last few years, as it has upon all roads throughout the State, especially automobile travel.

The figures, however, showed that the cost of maintenance on your roads instead of increasing has materially decreased during the last four years. Taking first the roads from which automobiles would be excluded if the regulations were adopted, the Fens, Riverway, Olmstead Park, Arborway, Columbia Road and Marine Park, the cost of road maintenance was as follows:

In 1906	\$45,108.00
In 1907	44,736.00
In 1908	24,977.00
In 1909	31,688.00

\$13,420,000 less money being spent on the maintenance of these particular roads in 1909 than in 1906, a saving of nearly 30 per cent. in actual cost while the travel has increased.

The cost of maintenance on all the park roads is interesting.

In 1906	\$115,219.00
In 1907	91,497.00
In 1908	61,845.00
In 1909	90,650.00

\$24,659 less money being required to maintain all of the park roads in 1909 than was spent in 1906, a saving of about 22 per cent. in four years in spite of the increase in travel.

In connection with these figures it is significant

that in 1906, when over \$115,000 was spent on the park roads, there were only 6,572 automobiles registered in Massachusetts, while in 1909, when nearly 24,000 automobiles were registered, less than \$91,000 was required for the same roads. The commission feels that your board and its representatives are entitled to the greatest possible credit for this most unusual and excellent showing, due to the use of oil and improved methods of maintenance.

The fact that the roads actually cost less to maintain, while the number of automobiles has about quadrupled, is a matter for congratulation rather than for a regulation excluding the motor vehicles.

It is true that your superintendent, Mr. Pettigrew, did, at the request of his honor Mayor Fitzgerald, present some figures tending to show that it would cost less to maintain the park roads if motor vehicles were excluded therefrom.

Of course, if 3,000 vehicles a day were kept off the park roads, it would save wear and tear on those particular roads, but equally evident some other roads would have to be used, and the cost to the city of maintaining those roads would be increased. That would constitute no saving, merely drawing on a different fund.

Also, might it not be fair to consider the fact that automobiles have displaced horse-drawn vehicles to a great extent?

The commission, therefore, feels that it cannot certify that the regulations are consistent with the public interest.

Chicago Athletics Win Again

Twelve of the 26 cars entered in the third annual reliability team match between the Chicago Athletic Association and the Chicago Automobile Club finished the two days contest with perfect scores and of these eight were owned and driven by members of the Athletic Association, thus giving that organization its second victory. The winning club dined the losers.

The run was started from in front of the Automobile Club's home in Chicago on July 28 and left Chicago by way of State Street, to 103rd Street, to Halsted, to Harvey, to Chicago Heights, to Steger, to Dyer, to Morrilville, to Valparaiso, and thence through Westville, Laporte, Hudson Lake and Buchanan to St. Joe, Mich. The tourists arrived in Chicago after enjoying an almost ideal two days' trip. Incidentally they covered 264.8 miles in the run, the average speed for the two days being 18 miles an hour.

The cars and their scores follow:

Chicago Athletic Association.—No. 1, Palmer-Singer (Knisely), 5.06; No. 8, Locomobile

(Hamm), perfect; No. 5, Stoddard-Dayton (Coon), perfect; No. 7, Diamond T (Grower), perfect; No. 9, Stoddard-Dayton (Ireland), perfect; No. 11, Rambler (Chamberlain), 44; No. 13, Franklin (Wilson), 3.1; No. 15, Rambler (Latham), 1.65; No. 17, Chalmers (Briggs), perfect; No. 23, Palmer-Singer (Thorne), 1.5; No. 25, Rambler (Wentworth), perfect; No. 27, Locomobile (Jackson), perfect; No. 31, Peerless (Jacques), perfect.

Chicago Automobile Club.—No. 2, Apperson (Van Sicklen), 10; No. 4, Stearns (Bosch), 1; No. 6, Stoddard-Dayton (Atwell), 7; No. 8, Stevens-Dy Duryea (Shaffer), perfect; No. 10, Moon (Franklin), 17; No. 12, Apperson (Van Sicklen, Jr.), perfect; No. 16, Apperson (Evans), 2; No. 18, Pierce-Arrow (McKenna), perfect; No. 20, Ford (Mudd), perfect; No. 22, Velie (Brown), 2; No. 24, Apperson (Myers), 38.

A speed trap, operated by the authorities of the village of Cleveland Heights, Ohio, resulted in the catching in less than two weeks of more than 300 automobilists, all of whom, so the officers swear, were traveling at a rate in excess of 25 miles an hour.

Minnesotans Finish "Little Glidden" Run

The second annual reliability run, or as it is better known, the "Little Glidden Tour," given under the auspices of the Minnesota State Automobile Association, came to a successful finish on July 26, after one of the hardest contests ever held in that vicinity. The winner was a Franklin, entered by W. H. Kent, and driven by A. H. Clark, which finished with a total penalization of only 3 points.

Starting from Minneapolis on July 22, the 18 cars, which took part in the tour, went over the roughest roads to be found in Minnesota and time and time again they encountered obstacles which were almost insurmountable. But the resourceful drivers found some means to get around the stumbling blocks, and while the four day run was a heart-breaking one in more than one respect, it showed up the cars in great shape and accomplished all that it was expected to.

As told in last week's issue, the competing cars went through the first two days run without any untoward mishap, although the sea of weeds encountered just east of Luverne proved to be both a snare and a delusion to the drivers.

On July 25, the route took the contestants from Sioux Falls to Marshall over a road which varied so in its conditions that the drivers kept wondering what the next turn would reveal in the way of difficulties for them to conquer. But all the cars managed to get over the route and only two cases of tire trouble were reported as the sum total of the mishaps of the day.

This constituted the morning's run and in the afternoon the road led to Redwood Falls, two intermediary stops being made at Flandreau, S. D., and Tyler, Minn. At each of these they were greeted by the local automobile club members and given receptions which lasted from 10 to 20 minutes. All told, the contesting cars covered 166 miles for the day.

Before 7 o'clock Tuesday morning, July 26, the cars had left Redwood Falls for the return trip to Minneapolis, but before they reached their destination several of them were doomed to run into trouble. Before the Corbin pace-making car had reached Olivia, it experienced trouble and just outside of that town it ran into a ditch and was put out of commission. The non-contestant Pierce-Arrow ran into the

same ditch and sustained a broken front spring. The Auburn "40" also struck the ditch while traveling at a lively clip and one of its front springs was broken also. The contestants arrived in Minneapolis about 4 o'clock on the afternoon of the 26th.

But although the contest was finished on July 26, it was not until July 30 that the awards were made public. This was due to the hard work the technical committee was compelled to do in examining the cars and settling the questions that constantly arose. It took the committee fully three days to settle the disputes and even then the contestants did not take the awards unanimously, but were disposed to grumble.

The award of the high score was given to a St. Paul car and this carried with it the *Dispatch* trophy for the St. Paul Automobile Club. The Werner prize was awarded the Franklin No. 13. The ownership of the Gregg trophy has not been decided upon as yet. The Louis W. Hill good roads prize was awarded to Renville county and the drivers of the two winning cars will be awarded a gold medal as soon as they are determined.

The cars and their penalizations are as follows:

No. 1 Pierce, 48 points; No. 3 Hupp, 104; No. 4 Reo, 11; No. 5 Staver-Chicago, 550; No. 6 Halladay, 43; No. 7 Cadillac, 42½; No. 8 Auburn, 149; No. 9 Regal, 296; No. 10 Cole "30," 116; No. 11 Cole "30," 53; No. 12 Ford, 21; No. 13 Franklin, 3; No. 14 Hudson, 64; No. 15 Halladay, 101; No. 16 Glide, 732; No. 17 Chalmers, 57; No. 18 Carter-car, 103.

Reversed Ideal Tour Route

Horace A. Bonnell, of East Orange, N. J., secretary of the Associated Automobile Clubs of New Jersey, with Mrs. Bonnell, has returned from a 1000-mile tour of the White Mountains in his Maxwell car. He was gone eight days.

The trip for a large part of the route reversed the "Ideal Tour," passing in succession through Worcester, Boston, Portsmouth, Portland, Augusta, Poland Springs, Bretton Woods, Profile House, Greenfield and Poughkeepsie. The roads were found to be in fair condition, except on a detour to Augusta, Me., where much sand was encountered. Mr. Bonnell says they had a very enjoyable trip, and were not bothered by a single puncture.

New Jersey Motorists Strike at Frelinghuysen

The first step in the plan of New Jersey automobilists to hold a series of mass meetings under the auspices of the different clubs throughout the State, for the purpose of securing fair treatment at the next session of the Legislature, was taken at a meeting of the Board of Trustees of the New Jersey Automobile and Motor Club, of Newark, on Monday night, when the following resolutions were passed, and the secretary of the club directed to send out notices to the 2,150 members of the club to attend a mass meeting to be held on Wednesday, August 17:

Whereas, The New Jersey Automobile and Motor Club has repeatedly placed itself on record as favoring more liberal automobile laws, and

Whereas, The existing statute known as the Frelinghuysen bill, with its amendments, have caused our neighboring States to pass retaliatory measures, and,

Whereas, The business interests of the State are being affected, tourists from other States being debarred from entering our borders until they have secured a license, for which compensation is exacted, and,

Whereas, Because of this proviso, our own citizens are required to take out a license and pay the full resident license fees, at great cost and inconvenience, before they can enter the borders of some of our neighboring States, and,

Whereas, Approximately \$400,000 of the reported \$500,000 to be expended by this State in the repair of improved roads during this year is received from the license fees from motorists, therefore

Be it Resolved, That the Club shall, in order to protect the good name of our State, use its influence in the coming election to elect those men to office, regardless of party, who shall pledge themselves to the unqualified support of the motoring interests, in securing "a square deal," at the next session of the Legislature.

Resolved, That this Club shall demand the following amendments:

One—Reciprocity. Namely, that a reasonable use of our highways for a limited period of time, be given to the residents of neighboring States without expense to them, and without requiring them to take out a license; providing those States give reciprocal privileges, which mean that there are no restrictions in regard to non-residents, licenses for owners or chauffeurs, light, speed, and other special regulations in conflict with the New Jersey laws.

Two—That the law which was recently passed requiring all vehicles to carry lights shall be re-enacted and minimum penalties fixed, said fines to be turned over to the State treasurer, the moneys so raised to be spent on the repair of the

improved State highways, but not upon the building of new, highways.

Three—That the horsepower of cars for license purposes shall be rated upon the A. L. A. M. rating and not upon the maker's rating.

Four—That the 12 and 15-mile per hour clauses in the present law, which permit prejudiced officials to use their office for the persecution of motorists be rescinded.

Five—That in consideration of the large sum received from license fees by the State, that automobiles be exempted from further taxation, and that the fees so collected shall be paid in lieu of any further taxes.

The work of enlisting the support of the different clubs in the State is in the hands of a joint committee, composed of delegates from the Associated Automobile Clubs of New Jersey and the New Jersey Automobile Trade Association. W. Clive Crosby, former president of the New Jersey Automobile and Motor Club, was elected chairman of the Joint Committee at a meeting held several days ago. W. H. Ellis, a motor car dealer of Newark, and an officer of the State Trade Association, was made secretary. The other members of the Joint Committee, representing the federation of clubs, are Joseph H. Wood, of Newark, president of the State body; J. H. Edwards, past president of the Automobile Club, of Paterson, and Harry Marshall, of the Plainfield Automobile Club. The Trade Association's other delegates are George Blakeslee, Jersey City, president of the Dealers' Organization; George Paddock, Newark, past president; George H. Smith, of Newark, and Charles R. Zacharias, Asbury Park.

There are close to 25,000 automobilists in New Jersey, and it is figured that each one of these controls at least two others votes, which would make a total of 75,000 votes that will be swung against the candidates who are not pledged to support the measures the autoists desire.

Direct opposition will undoubtedly be waged against Senator Joseph S. Frelinghuysen, of Somerville, who has announced himself as a candidate for the Gubernatorial honors this year. The autoists claim that it was Senator Frelinghuysen, who, as president of the Senate, blocked all attempts to pass reciprocal measures at the last session of the Legislature.

The motorists claim that the present law has hurt the financial interests of the State, by making it as unpleasant and inconvenient as

possible for non-resident automobilists to enter the State, and that in consequence the latter have sought residence elsewhere to the detriment of owners of Jersey real estate. The hotelkeepers as well as the Board of Trade of the different cities are expected to join in

the movement with the motorists, and it is hoped that sufficient interest will be aroused to show the legislators at Trenton the real strength of the motoring interests in the State and grant them the kind of legislation they seek.

New Jersey's Reciprocity Policy Condemned

At the next meeting of the Quaker City Motor Club, of Philadelphia, Pa., it is probable that resolutions condemning the State of New Jersey for its persistent refusal to incorporate in its laws governing automobiling through the State a reciprocity clause—a courtesy common to every State in the union—will be adopted and copies will then be sent to the members of the New Jersey Legislature and to the automobile club in that State.

"Jersey thought she was creating a bed of roses when she passed her stringent auto laws, but it has proven to be a bed of thorns," declared Attorney G. D. Bartlett, of the Quaker City Motor Club. "It seems ridiculous that New Jersey should refuse to grant a courtesy which is extended to automobilists by every other State in the union. Why even in Europe, I am told, reciprocity clauses exist in the automobile laws, and an automobilist can

travel from one end of the continent to the other just as long as he has the license from his own section or State. From Philadelphia a motorist can travel all the way to San Francisco in his machine without interruption, but he cannot attempt to go to Atlantic City without being held up for that \$1 non-residence license.

"And Jersey's principal defense is that she cannot regulate automobile traveling through the State without the aid of a stringent law. That, in my opinion, is a poor defense. Other States get along nicely without the aid of such a law and have little or no trouble from automobiles.

"The law is a nuisance to automobilists and should be revoked. It has proved a serious injury to the hotel keepers of New Jersey resorts and I should think they would protest against its enforcement.

All Must Pay to See These Cars

CHICAGO, Aug. 1.—Chairman S. M. Butler, of the Contest Board of the American Automobile Association, has officially informed the Chicago Motor Club that its application to have the road races at Elgin, Ill., on August 26 and 27 made national stock chassis events has been granted and that the contests will be the national road championships of the year.

Following this announcement the Motor club immediately issued its entry blanks and has sent them broadcast through the land. Inquiries are coming in from many factories for these blanks and there is every indication that the fields in all four of the events will fill without a doubt. Two National nominations already have been made, while the Cole has telephoned a pair. The Alco, Benz, Lozier, Marmon, Falcar, Black Crow, Halladay, Staver, Moon, Velie, Haynes and Oldsmobile are on the list as almost certainties.

The Motor Club today received the design of the Elgin National trophy, which is to be

the prize in the big race the second day, the event for cars under 600 cubic inches piston displacement. It is best described as a classic vase, 3 feet 8 inches high above the pedestal. It is a two-handled cup, the main decorations being the laurel oak and water leaves. This cup is designed to take six wreaths with inscriptions and two panels, one for the motor car scene on the observe side and on the reverse side, the main description of the cup. On the neck of the cup is the figure of Father Time. The trophy is valued at \$4,500.

The Chicago Motor Club and the Elgin Automobile Road Race Association have decided to sell the seats at popular prices. They have formed a combination with the property owners so that everyone who sees the races will have to pay 50 cents. Then grand stand seats will be sold for \$1 for each day; box seats will be sold at \$1.50 each, while bleacher seats can be had for 50 cents. Parking spaces will be sold at \$1 per car.

Stoddard is Star at Atlanta Meet

William Stoddard, a local amateur, won the honors at the race meet held on the Atlanta (Ga.) Speedway, under the Atlanta Automobile Association rules on Saturday, July 30, by driving ten miles in eight minutes and three seconds. This is a new record for that track and is one second better than the mark established by Ralph De Palma during the spring meet.

Fourteen events were on the program and 106 entries had been listed, but at the last moment some of the entrants took water and withdrew so that only 12 events were run off. The most closely contested event, and the one which excited more real interest among the 3,000 spectators than any other, was that open to any gasoline car with a piston displacement of 161 to 230 cubic inches. Five cars were started, but the Firestone-Columbus, driven by McKinstry, took the lead as it flashed under the wire and the E-M-F., with Cohen up, rushed into second place. The other three cars were outclassed at once, and although they pluckily kept in the race none of them ever had a chance.

The race was for eight miles, and when the first lap of two miles had been completed the leading cars held relatively the same position they took at the crack of the starter's pistol. At the end of the second lap the E-M-F. was seen to be gaining slightly and the excitement rose to fever heat. In the backstretch on the third round, the E-M-F. passed the Firestone-Columbus and as the cars flashed by the grand stand for the last trip around the course they were not five feet apart. In the backstretch, the Firestone-Columbus gained and passed the E-M-F., but could not hold its lead and the two cars swept into the homestretch.

With the occupants of the grand stand yelling as if possessed and the judges and timers craning their necks to take in the finish, the two cars fought bitterly every inch of the course from the last turn to the wire, but the E-M-F. had a trifle the best of the race and swept past the finish a scant nine inches ahead of the Firestone-Columbus. The difference in time between the two cars was so slight that the stop watches were unable to record it.

It was in the ten mile free-for-all that Stoddard, driving a Fiat "60," set the new record for the track. And it was with the same make

of car that De Palma established the record which Stoddard broke. Stoddard's nearest competitor for the honors of the day was Church in a Simplex, who did his best to make a new mark, but he fell far short of Stoddard's time, the best he could do the ten miles in being eight minutes and 50 3-5 seconds.

Although the meet was scheduled for July 23 and then postponed a week because of a cloudburst on the track a short half-hour before the start, the delay, instead of lessening the crowd, almost doubled it. The summaries:

Event No. 1.—Two-mile free-for-all—Won by Fiat (Stoddard), 1m. 34 1-5s.; second, Simplex (Church); third, Buick (Smith); fourth, Cadillac (Lemon).

Event No. 2.—Open to gasoline cars with 160 cubic inches piston displacement and under, six miles—Won by Flanders "20" (Witt), 6m. 38 3-5s.; second, Benz (Cohen).

Event No. 3.—Ten-mile match race—Won by National (Stoddard), 8m. 39s.; second, Renault (Woodside).

Event No. 5.—Twelve miles, for cars with piston displacement of 231 to 300 cubic inches—Won by Pope-Hartford (Church), 11m. 53 4-5s.; second, Maxwell.

Event No. 9.—Two classes, both to start at the same time; first class, 160 cubic inches piston displacement and under; second class, 161 to 230 cubic inches piston displacement—First class, won by Flanders (Witt), 9m. 20s.; second, Hupmobile (Hall); third, Fiat (Taylor). Second class, won by Firestone-Columbus (McKinstry), 8m. 35s.; second, E-M-F. (Cohen); third, Maxwell "Q" (Rambo).

Event No. 8.—Ten miles, free-for-all—Won by Fiat "60" (Stoddard), 8m. 3s.; second, Simplex (Church); third, Renault (Woodside).

Event No. 6.—Australian pursuit race—Renault (Woodside) passed Buick (Smith) in fifth mile, and S. P. O. (Toole) in twelfth mile. Renault's time for 12 miles, 11m. 11s.

Event No. 7.—Open to gasoline cars with a piston displacement of 161 to 230 cubic inches—Won by E-M-F. (Cohen), 7m. 34 3-5s.; second, Firestone-Columbus (McKinstry); third, Oakland; fourth, Maxwell; fifth, Ford.

Event No. 11.—Ten miles, free-for-all—Won by Simplex (Church), 8m. 16 3-5s.; second, Renault (Woodside); third, S. P. O.

Event No. 10.—Twelve miles. Two classes. First class, 231 to 300 cubic inches piston displacement; second class, 301 to 450 cubic inches piston displacement, both classes starting at the same time—First class won, by S. P. O. (Toole), 1m. 38 2-5s.; second class, won by Pope-Hartford (Church), 1m. 33 1-5s.

Event No. 14.—Ten miles, free-for-all handicap—Won by Firestone-Columbus (McKinstry), 11m. flat; second, Maxwell "Q"; third, Renault.

Transcontinental Trip Completed by Miss Scott

After 41 days of actual traveling Miss Blanche Scott, driving an Overland car, arrived in San Francisco, Cal., on July 23, accompanied by Miss Gertrude Phillips, who has been her constant companion ever since she left the Atlantic coast. They spent a week in the city of the Golden Gates and then left for Los Angeles, where they intend making a stay of a month or six weeks; then they will recross the continent, taking a different route to get back to New York.

A warm welcome was given Miss Scott when she arrived in San Francisco, practically every Overland car in the municipality being

waiting outside the city limits to welcome her and to escort her to the coast line, where she emptied the bottle of Atlantic Ocean water she had carried on her long trip. She was not at all excited over the end of her long jaunt and did not seem to think, or at least she acted as if she did not consider that she had done anything remarkable. She was the personification of modesty in talking with the reporters and said that the hardships of the trip had not worried her half as much as the sign, "The Car, the Girl and the Wide, Wide World," which was painted in large letters on her automobile.

Three Flags Tourists Construct Roads

The Flanders "20," "Under Three Flags," automobile arrived at Queretaro, Mexico, on July 27, after having been 29 hours on the 50-mile road from San Miguel Allende. Much of

rived in Queretaro and they sought sleeping places as soon as they could. The trip from San Miguel Allende to Queretaro was the most strenuous either Lane or Bruske



IN THE BED OF A DRY MEXICAN RIVER

the time was taken up by the tourists in constructing a road the car could run over, the trails have been put in an almost impassible condition by the recent rains. The members of the crew were played out when they ar-

had been called upon to endure since leaving the Canadian starting point. But although the crew was too tired to do more than eat what was set before it, the car was ready to continue on its journey.

How Kansas Has Taken to the Auto

The Kansas State Tax Commission has completed a census of the automobiles in the State, and has just made public figures which deal with the periods ending March 1. This report shows that at time there were 9,301 Kansas-owned automobiles, and it is believed that enough escaped the commission to bring the number to 10,000.

All these vehicles, or practically all, have been purchased within the last three years. The proportion belonging to farmers is hard to estimate, but is probably at least half, as in many of the western counties the farmers are practically the only owners of cars.

In counties of 10,000 population it is not unusual to find 300 cars and the streets of the principal towns on a Saturday afternoon are filled with the machines. The farmers do not as a general thing buy high priced machines, though many cars costing \$2,000 and upward are on the country roads. Probably a fair average of the cars owned in the State would be \$1,200 each, making an expenditure of \$12,000,000 in three years for this form of luxury and convenience.

To the farmer the car is as much a necessity as a luxury, for he finds that he can take the trips to town while his teams continue in the field and thus he saves both time and horse-flesh. That he has been able to buy \$4,000,000 worth of cars a year for the last three years speaks well for his prosperity and indicates that he is getting ahead.

The dealers have found it slow work selling machines for the last two months on account of the shortage of the wheat crop and the doubtful corn outlook. The indications are that the farmer is, except in the favored counties, going to have a slow year, and he is waiting until he knows what his income is to be before he makes any investments.

However, there is something persuasive in the fact that many farmers already have them and their neighbors are eager to keep up with the procession. It is this way, as expressed by a long whiskered farmer:

"We were in town last Saturday. It was over 100 in the shade and the horses were sweaty and fly pestered. The dust was thick between the hedges and we were tired and cross.

"Then with a whizz and leaving a cloud of

dust went by the man who lives on the next farm and who is not worth more than half as much as I am. He was speeding home at the rate of twenty miles an hour and was through supper before we arrived.

"What would you do? What I did was to go down to the county seat the next Monday and buy a touring car."

The bankers say that few of the farmers are compelled to borrow to buy their cars. Indeed most of them have more than enough cash in bank to purchase. When they do borrow it is only a few hundred dollars and the note is paid within sixty days.

There is no indication of a slump in the buying of cars in the country sections, though the activity will be postponed until after the corn gathering, but the class of cars purchased is all the time rising and better motors are being shipped out to the Western counties than a year ago. Very few two cylinder cars are being bought now, four cylinders going to the farms.

The women folks take an especial pleasure in the cars and one may meet on the country roads on Sunday afternoon farmers' families that are thirty or more miles away from home. It adds to the visiting habit that is characteristic of the Western farmer's family. The car has extended the range of visiting and the country roads are alive with visiting parties.

The fact that a farmer can sell a thousand bushels of wheat and get a car or can take a few wagon loads of hogs to market and do the same makes it seem easy, and prospects are that practically every prosperous farm will have a motor car as a part of its equipment before the State is many years older. It is a large factor in making the farm worth having and is keeping the farm boys on it.

Minneapolis Run in September

The annual endurance run of the Automobile Club of Minneapolis, Minn., for the Tribune trophy, will take place late in September. The pathfinding Everitt "30" car started August 2 to lay out the route to Aberdeen, S. D., and return. Entries will soon open. Dr. C. E. Dutton, of the contest board of the A. A. A., will be the pathfinder and will also act as referee for the tour.

Rewards for Efficient Road Supervisors

James Rose, an umbrella manufacturer of Lancaster, Pa., is heading a movement in Pennsylvania among a number of automobilists and horsemen for the betterment of the roads in Lancaster County and has evolved a plan to give a prize aggregating a thousand dollars to the supervisors who show the most progressiveness in their road building operations. The executive committee of the Lancaster County Supervisors' Association has invited Mr. Rose and those interested with him in the movement to meet with it at the Lancaster Courthouse on September 1, and explain the plan more thoroughly.

The repairing of the roads will be started immediately after this meeting and will extend through the fall, the coming winter, next spring and summer and until the early fall, when in October, 1911, the inspections will be made and the prize awarded. Every automobilist in that section of the State is interested in the scheme and motorists in general are keeping it in mind. Among the most earnest supporters on the project are the rural mail carriers, who travel through the territory which will be entered in the contest.

The general plan of the contest will be based upon a division of the Lancaster County townships into groups of three, each group to be termed a section, which will be closely inspected by three judges, one of whom will act as secretary. The judges will go over all roads coming under competition in their respective section. A period of two weeks between the time of opening and closing the competition will be permitted the judges to examine their respective roads. The judges will be required to enter the supervisor's name having charge of the respective districts ex-

amined in each township. The roads will be divided into five grades. Each grade will receive respectively a certain number of points per mile, as follows:

Grade No. 1.—Will consist of a smooth, good, stone-dressed road, well crowned, no breakers, underground pipe drainage, and clean side gutters, all made at the expense of the township. Ten points will be allowed for this grade per mile.

Grade No. 2.—Extra fine, high crowned, dragged earth road, no breakers, underground pipe drainage, and clean side gutters. Eight points.

Grade No. 3.—High crowned and dragged earth road, no breakers, underground drainage, cleaned side gutters. Six points.

No. 4.—Ordinary high-crowned dragged earth road, clean side gutters. Four points.

Grade No. 5.—Ordinary high-crowned, handmade road, not dragged. Two points for such a road.

Two demerits will be given for every water-breaker encountered on any road. Four demerits will be given for each mile of road made by the old-fashioned, once-a-year road-scraper method, in which everything is pulled out of the side gutters, including sticks, stone, sod and loose earth, and dumped into the middle of the road and left there unrolled or undragged.

There must be at least 25 miles of road in each township that comes under the above five classifications. If less than this amount of mileage exists, the whole township will be omitted from the contest. No road built by the State will be admitted.

The following entry blank has been sent out:

I, Supervisor, hereby register my desire to enter the Division of Roadway under my charge in Township, in the Lancaster County Road Drivers' and Autoists' Contest for one thousand dollars in awards. I hereby affirm that the road mileage in my division totals to . . . mile, . . . of which are Township stone roads, . . . earth roads, . . . State Highway Department roadways.

(Signed)

Farman Carries Three Passengers

Henry Farman, in an ascent made at Bouy, France, on August 1, added another record to his already long list of victories in the air, by carrying three passengers in an aeroplane for more than 20 minutes. The carrying of one passenger has become so common as to excite little comment and there have been several instances where two passengers have been carried by some daring aeronaut, but this is the first time in the history of heavier-than-air

machines that four people have been able to go aloft in one machine at the same time.

Farman's flight would have been a longer one, had not one of his guests been overcome by the rapid flight of the aeroplane.

A free automobile show will be held at Overland Park, Denver, Col., from September 3 to 10, the first week of the third annual Colorado Inter-State Fair and Exposition.

Fifteen Made Perfect Scores

CLEVELAND, O., August 2.—Fifteen of the 30 contestants in the three-day Cleveland News-Cleveland Automobile Club reliability run came through with perfect scores. These cars and their drivers are: Oldsmobile, C. H. Winters; Studebaker, Ira Fouche; Palmer and Singer, Hugh Miller; E-M-F., Frank Grace; Grace; Regal, J. C. Hipp; Gabriel, A. S. Soper; Firestone-Columbus, Harry McIntosh; Cutting "40," J. C. Koepke; Maxwell, Frank Santry; Columbia, C. G. Bleasdale; Owen, Monroe; Hudson, William McCulla; Oakland, Fred Krum; Overland, H. C. Knudson; Chalmers, John Stambaugh, Jr.

In addition to these contestants, three other cars which made history before entering the run took part. The most conspicuous of these was the Chalmers "30," which, after laying out the course for the last Glidden tour, was re-entered as a contestant. In each instance it was successful and was driven by Joe Gardham. In the Cleveland run the veteran car was driven by E. B. Finch and came through with sealed bonnet. The Oldsmobile Mudlark, which has been covering country roads for three years, was another successful car and the Thomas car, which won the New York-Paris run, also finished without trouble.

The Cleveland News will award a cup to every winner, and St. Clair Couzzens, automobile editor of the News, and manager of the run, was presented with a watch. Every contestant was given a watch fob by the Diamond Rubber Company, and the Goodyear Rubber Company furnished air bottles free.

To Race Through Whirlpool Rapids

Not content with the successes they have achieved in sailing through comparatively calm waters, an attempt will be made in September 15, by several motor boat enthusiasts to race through the whirlpool rapids below Niagara Falls for a purse of \$1,000 and a gold cup valued at \$500.

The conditions governing the race provide that boats shall be decked or closed types, and cockpits, if fitted, shall be of self-bailing type. Deck erections shall not exceed 16 inches in height above deck and openings in them are not to be greater than 12 inches. Ignition systems must be securely fastened and protected from water. No restrictions are placed on the number of the crew. Contestants will be

started not less than 10 minutes apart and the boat finishing in the shortest elapsed time will be declared winner.

The course is from the Maid of the Mist landing on the Canadian side of the river, or such point the bridge as may be decided upon later, down to and around a turn about one-half a mile below Queenstown dock, thence to Pitz's dock at Lewiston.

New Dates for Catskills Climb Popular

New entry blanks for the Catskill reliability contest and hill climb have been sent out. The Catskill local committee is pleased over the change of the date from July to September 10, 11 and 12, and the road committee in the mountains is making every effort to have the one-mile road up the Kaaterskill Clove Mountain, which is to be used for the climb on Monday, September 12, put in first-class condition.

The local committee raised money to be used for putting the road in first-class shape and for entertainment purposes, which was returned to it with the understanding that it would be renewed when called for. Entry blanks may be secured from E. L. Ferguson, Motor Contest Association, Inc., 1777 Broadway, New York City.

Route for Coast Highway

On July 28 the Boulevard Commission of New Jersey met at Sea Girt and decided on the following route for the new State highway. Starting at Atlantic Highlands, it will skirt the shore through Seabright, Long Branch, Elberon, Deal, Asbury Park, around the upper end of Wesley Lake and then through Belmar, Spring Lake, Sea Girt, Manasquan, Point Pleasant, Burrsville, Lakewood, Toms River, Tuckerton, New Gretna, Port Republic, Cologne, Egg Harbor, May's Landing, Tuckahoe, Seaville, Cape May Courthouse and end at Cape May Point. As three bridges will have to be built, the work on the road cannot be started until the War Department has given its consent to the route.

THE ST. REGIS PAPER COMPANY, of Ausable Forks, N. Y., is treating the road between Deferuls and Great Bend with a preparation of white sulphite waste, a material produced in making wood pulp which has heretofore been thrown away.

Some German Automobile Figures

Details concerning the number of motor vehicles owned and used in Germany are furnished the Department of Commerce and Labor, Washington, by Consul William J. Pike, of Keil:

On January 1, 1910, there were registered in Germany 49,922 automobiles, an increase of 7,500 over the preceding year, and the number used in the transportation of goods was 3,019, as against 2,252 the previous year.

The great extent and marked increase in the use of automobiles for the purposes of touring and business is made plain by the number of machines registered by the German customs officials as entering the German Empire.

The number given for 1909 is 12,934, against 7,913 in 1908, and classified by foreign countries as follows: France, 4,165; Austria-Hungary, 2,676; Belgium, 1,786; Switzerland, 1,698; Netherlands, 941; United States, 686; England, 440; Italy, 157; Russia, 155; Luxembourg, 117; and the remainder, 153, from Denmark, Spain, Roumania, and other countries.

During the year ending September 30, 1909, there were 2,945 persons injured by automobiles in the Empire and 794 persons killed. Of those killed, 44 were the drivers of passenger automobiles and 150 other persons. In the city district of Berlin 843 injuries and 36 deaths as result of accidents were reported.

Antelope Hunting in Automobiles

C. P. Morse, a wealthy rancher of Billings, Mont., has found that the motor car is preferable to a horse in hunting antelope and kindred game. He came to this conclusion.

He has also pressed them into service on several occasions to chase wounded game with. The accompanying photograph shows Mr. Morse and a party of friends returning from a



RETURNING FROM THE HUNT

several years ago after he had pursued a wounded animal from the plains to the foot hills in an automobile. This would have been impossible had he been mounted on a horse's back. Some five years ago he discarded his horses and wagon and purchased two Maxwell touring cars and he has used them ever since to take him to and from the hunting grounds.

hunting expedition in a Maxwell car with the fruit of their day's hunting plainly showing.

Since January 1, the Secretary of State's department of Michigan has received more than \$51,000 from the sale of automobile and motorcycle licenses, and an order has been placed for 23,000 more tags.

"Invitation" Road Race Causes Trouble

Several disagreeable complications have arisen since the announcement that the Santa Monica, Cal., "invitation" road race would be held on September 25. No A. A. A. sanction has been received by the Los Angeles Licensed Dealers' Association, under which the event will be held, as it has not yet been decided into how many classes the race will be divided.

The innovation of an "invitation" race has not been taken to kindly in some quarters, for it simply means the elimination of some cars whose owners would like to enter the contest, but who will not be asked. Naturally as it is a race conducted by the licensed car interests, unlicensed cars will not be allowed to take part. It is also true that several licensed cars represented in Los Angeles cannot compete because the interested agents are not members of the Licensed Dealers' Association and under the by-laws of that association, they must be a member in good standing for 60 days prior to any race.

Another feature which is meeting with objections is that only California drivers are eligible. Several former prominent eastern drivers now live in Los Angeles, but they have not been there long enough to gain a legal residence. This has aroused much adverse criticism.

Two dates were set for the closing of entries, the first on July 20 and the second on September 1, but a higher fee will be charged for the latter date as a penalty to the owners for holding off until the last minute. The entries received up to July 20 are as follows:

Heavy Car Class—Lozier, entered by Nash & Fennimore, driver Teddy Tetzlaff; Pope-Hartford, entered by William R. Ruess Auto Company, driver, Bert Dingley; Knox, entered by Doerr-Brown Motor Company, driver, Joseph Nickrent; Columbia, entered by Bireley & Young, drivers' name not given; Apperson, entered by Leon T. Shettler, driver, Harris Hanshue; Buick, entered by Howard Auto Company, driver, name not given.

Medium Car Class—Mercer, entered by the Mercer Auto Company, driver, C. H. Biglow; Pope-Hartford, entered by William R. Ruess Auto Company, driver, Bert Dingley; Buick, entered by Howard Auto Company, driver, name not given.

Light Car Class—Franklin, entered by R. C. Hamlin, driver, Guy Irwin; Chalmers, entered by Western Motor Car Company, driver, Bert Dingley; Regal, entered by Big Four Auto Company, driver Roscoe L. Anthony; Buick, entered by

Howard Auto Company, driver, name not given; Maxwell, entered by Maxwell-Briscoe-Los Angeles Company, driver, name not given.

Four Day Contest for Buffalonians

An 800-mile reliability run will be held by the Buffalo (N.Y.) Automobile Club on September 7, 8, 9 and 10. The contest will start from and finish at Buffalo each night, the plan being to cover 200 miles a day. Trophies will be given the winners in the touring car, run-about and minature tonneau classes. The entries to date are: Columbia Motor Car Company, Kane Motor Supply Company, Pullman Motor Supply Company, Inter-State, two cars; Meyer Carriage & Auto Company, M. M. Franklin Automobile Company, Maxwell Briscoe Buffalo Company, Buffalo Regal Company, Co-operative Motor Car Company and Chisholm Sales Company.

Lead Northern Indiana Good Roads

Following a meeting of the Northern Indiana Good Roads Association at Elkhart, Ind., on Friday, July 29, the association was formally incorporated and placed in a position to make use of the recent offer of \$10,000 worth of material for the road between South Bend and Plymouth, made by Carl G. Fisher, president of the Indianapolis Motor Speedway. During the meeting, which was presided over by Lemuel Darrow, mayor of Laporte, and vice-president of the association, Hon. M. O. Eldridge, of the United States Department of Agriculture, delivered an address. Mayor Chester, of Elkhart, and L. P. Hardy, of South Bend, also spoke.

Alabamans Form Club

The West Lake Automobile and Country Club has been incorporated at Birmingham, Ala., for \$10,000, of which \$3,000 has been paid in. The club has 44 charter members and will build a club house on the Bessemer Boulevard, near West Lake. The officers of the club are: Dr. J. S. Winters, of Bessemer, president; Dr. J. E. Dedman, of Birmingham, first vice-president; Dr. George D. Waller, of Bessemer, second vice-president; W. B. Van Trump, of Bessemer, secretary and treasurer; board of directors, Dr. J. S. Winters, Dr. J. E. Dedman, Dr. George D. Waller, W. B. Van Trump and George Ross.

Aviation Meeting for New Motor Drome

All the grass, weeds and underbrush is being cleaned off the 663 acres of ground at Clementon, N. J., owned by the Philadelphia Motordrome Association, in preparation for the aviation meet which will be held there from August 10 to September 22. The Aero Club, of Pennsylvania, has a part interest in the property and is co-operating with the Motordrome Association in getting things ready.

Although a temporary club house and an observatory now occupy the grounds, it is planned to build a substantial structure there after the present meet and then to use the grounds for the aeronautical events of next year. Workmen are now employed in the work of constructing six hangars. These hangars are the first of the kind ever constructed, it is declared. The architects planned them according to the most up-to-date ideas and then found that many appliances actually had to be made according to new designs.

One new idea is the method of hanging the doors. These are so constructed that the entire front of each hangar can be opened. The front is divided into six doors of equal size. Those at the ends swing back. The others are hung on wheels, resting on a track which curves at the sides, permitting the doors to be rolled entirely around to the side and out of the way. The broadest machine made can thus be housed without difficulty, and easily rolled out to the field when wanted.

Each hangar is equipped with a small bedroom where the owner may rest or sleep, if he feels so disposed. There are tools and workbenches, and all facilities for making repairs in each hangar. Four of them are ready for use, and the other two will be within a few days.

Regulating the Signals

A new ordinance has been passed by the Common Council of Atlanta, Ga., forbidding the use of any warning device operated by steam or electricity on any vehicle. The ordinance is aimed at automobilists who have been attaching their horns to the exhaust. The ordinance also prohibits the use of a muffler cut-off within the city limits.

Before the ordinance was passed many hearings were held and several of the more prominent automobilists in the city threw hot shot at some of the members of the ordinance committee, who own and drive automobiles.

The statement was made that if the Atlanta police enforced all the ordinances of the city regarding automobiles, no motorist could drive his car more than a hundred feet without being arrested.

Want Signboard Law Enforced

The Manitowoc County (Wis.) Automobile Club has started a campaign for the strict enforcement of the signboard law. Arrangements have been made to instal signs at the expense of the club at dangerous places, and warnings of sandy roads, bad water bars, etc., which the law does not reach. The Common Council of Manitowoc has been petitioned to use only fine gravel in surfacing streets, and to remove the coarse gravel and stones. Although of but recent origin, the club is attaining a State-wide reputation through its militant course in law-enforcement and seeking to give equal rights to all as interest demands.

Hopes to Cross the Atlantic

Melvin Vaniman has arrived in New York, and within the next three weeks hopes to sail with Walter Wellmen in the balloon America, for England. He arrived last week on the Touraine, but the big balloon, which is a combination gas bag, dirigible and aeroplane, was shipped on the Oceanic, it being too large for the Touraine. It did not arrive in this country until the latter part of the week. Vaniman believes that he and Wellmen will be able to make the trip across the Atlantic in their airship, and says that it would not surprise him a bit if they smashed all records for Trans-Atlantic time.

\$10,000 for Flight Around Boston Light

When the Harvard Aeronautical Society holds its meet on Soldiers' Field, Cambridge, Mass., on September 3 to 13, the prize for the fastest flight from the Stadium around Boston Light and return will consist of \$10,000 and will be donated by the *Boston Globe*. Although the aeronauts may fly down the Charles River to Boston Harbor, it is thought that few will take this route, but will prefer to fly directly over the city of Boston itself in an airline to the lighthouse and return, as by so doing they will save considerable distance and gain some time.

Good Roads Advocates Meet at Buffalo

The third annual good roads congress held a three-day session at Niagara Falls, N. Y., July 28, 29 and 30. Many men prominent in the automobile trade, railroad executives, horsemen and several officials of the War Department were present, the attendance numbering, after the first day, considerably more than a thousand. All of the speakers favored federal aid to advance the good roads movement throughout the country, although they differed considerably about the way the aid should be given.

Addresses of welcome were given by Anthony C. Douglas, mayor of Niagara Falls; Augustus C. Porter, president of the Niagara Falls Automobile Club; George W. Knox, president of the Niagara Falls Board of Trade, and several representatives from the Canadian government. The latter speakers said that they were present in their official capacity and that they could pledge their government to help along the good roads movement in the Dominion. They said they realized how the advent of the automobile had boomed outlying districts and that they were anxious that Canada should share in the general prosperity the motor vehicle was bringing to the country sections. If good roads were all that were needed to give Canada her share of this new business, the Dominion officials would see that good roads were built.

William R. Sulzer, Congressman from New York, gave a brief account of some of the work the federal congress had been doing in the interest of bettering the roads of the United States, and said that by building more good roads the cost of living would be materially reduced. James S. Simmons, another Congressman, supplemented Sulzer's address, and Chester C. Platt, of Batavia, N. Y., spoke at some length on "The Farmer and the Automobile," saying that since the automobile had come into general use and the farmer had learned what it meant to have an easy way of getting his produce to market, he had been one of the best advocates of good roads in the country.

B. F. Yoakum, chairman of the Executive Committee of the St. Louis and San Francisco Railroad Company, insisted that there is nothing new either in the proposition of federal aid in the construction of good roads or in

the use of government money for this purpose. He cited several instances where national help had been given for highway building and told how as long ago as the middle of the last century, the federal government had helped to build post roads for the better and easier delivery of the mails.

Continuing his address he said:

"It is to good roads that this country must look largely for its future growth and development. The railroad business of the country has been attacked from so many different standpoints that we are not going to have for many years such an era of railroad construction as we have enjoyed heretofore. The improvement which can come nearest taking the place of railroads in the development of the country lying back from existing railroads is good public highways. Illustrations of this you can now see in many more evidences of it as different communities begin to realize how hard it is for railroad builders to find new money to build new railroads into new countries.

"If we build 100,000 miles of public highways annually for ten years, and give to this country 1,000,000 miles of good public roads at an average cost of \$3,000 a mile, or \$300,000,000 annually, we will be engaging in a national development the advantages of which in economics, commerce, comforts and enhanced land values none can foretell. We will be accomplishing something worth while. This work if carried on by counties and townships as at present will be very slow. It should be encouraged under a broad comprehensive plan outlined by the federal government, co-operating with the State. The Agricultural Department of the government is in sympathy with all things that tend to improve our public road system.

"A law authorizing the federal government to extend its credit to each State in an amount equal to that expended by such State under a joint commission of federal and State authorities would enable the different States to take advantage, in this work of upbuilding, of a low rate of interest that would greatly reduce the interest charge for the improvement of the public highways. This would not be so radical a departure from present practices as might at first appear. The government has

advanced or agreed to advance \$115,000,000 to reclaim waste lands in various places in the West, which money is to be paid back to the government. It is just as sound a public policy to loan one-half of the money to States which furnish the other half for the reclamation of farms and idle lands that cannot now be reached on account of existing road conditions between them and railroad stations.

"Your association should have aggressive organizations in every State and have working relations with all commercial, manufacturing and agricultural institutions. While I can speak for but one system of railroads, I feel confident that every railroad of the country will be in sympathy and work in harmony to aid in the development of the country's public highways, with a view of upbuilding and increasing the production of existing cultivated fields and adding new acres that are now lying idle for lack of rail transportation or good public roads to encourage their cultivation."

Representative Sulzer said among other things:

"One of the crying needs of this country, especially in the South and West, is better roads. The establishment of good roads would in a great measure solve the question of the high price of the necessities of life and the increasing cost of living—which is beginning to make life a struggle for existence. By reducing the cost of transportation it would enable the farmer to market his produce at a lower price and at a large profit at the same time. It would bring communities closer and in touch with the centres of population, thereby facilitating the commerce of ideas as well as of material products.

"When we consider that the agricultural production alone of the United States for the last 11 years totals \$70,000,000,000, a sum that staggers the imagination, and that it cost more to take this product from the farm to the railway station than from such station to the American and European markets, and when the saving in cost of moving this product of agriculture over good highways, instead of bad, would have built a million miles of good roads, the incalculable waste of bad roads in this country is shown to be of such enormous proportions as to demand immediate reformation and the exercise of the wisest statesmanship; but great as is the loss to transportation, mercantile, industrial and farming interests,

incomparably greater is the material loss to the women and children and the social life, a matter as important as civilization itself."

W. C. Sandbury, of Chautauqua County, introduced the following resolution, which was unanimously adopted:

That the president of this congress be and he hereby is authorized to appoint a committee to develop ways and means to carry forth this movement for the construction of good roads.

On the second day of the convention all the speakers united in calling upon State and Federal governments for aid in maintaining the good roads. They pointed out that what were considered good roads a few years ago, could not be classed as such now, because then a water bound surface was all that the traffic demanded, but with the advent of the automobile, the swiftly revolving wheels quickly carried away the binding material and speedily left the road in such a condition that travel on it was far from pleasant. They pointed out that the farmer was willing enough to build roads and keep them in repair, but they thought both the State Federal governments should aid the farmer, not alone for his sake, but also for the country at large.

James L. Cowles, secretary of the Postal Progress League, outlined some of the recent good roads legislation and then said that he believed that common welfare demanded that the National government take possession of all interstate highways. He said the authorities could find a precedent for so doing and that they had a right to do it under the post road clause of the Constitution.

Martin Dodge, a former Ohio State Senator and a director of the Good Roads Bureau under President McKinley, said that good roads would do much to lighten charges, that they would help the movement of handling freight by means of automobile trucks and that as soon as the country awoke to the importance the automobile had attained in the commercial world, the good roads movement would receive a decided impetus. He also said that good roads would save the farmers at least \$100,000,000 a year, by decreasing the charges which the railroads now impose upon them.

Continuing, Mr. Dodge said:

All plans and propositions heretofore advanced for the solution of this great and difficult question have been met in the first instance by the objection that the promoters were seeking to put a burden upon the people. Now it should be un-

derstood that the desire and purpose is not to put a burden on the people, but to remove at least a part of the burden already resting upon them by reason of the excessive cost of transportation by animal power over the common roads. Nature has already put the burden upon us, and we must remove it by our own enterprise and co-operation. It is not a matter for private enterprise nor yet for local enterprise unaided by the strong arm of the United States.

The composite nature of our government makes it difficult for us to apportion the burden so that it shall bear justly on all, but not too hardly upon any. There are three great interests which ought to bear a portion of the cost of building and maintaining public highways; the local interest, the State interest, and the national interest. If the cost of construction should be divided equally between these three, it would correspond to the composite nature of our government, and also would bear equitable upon the financial resources of all the interests concerned.

It is not proposed to revive the policy which prevailed when the national road was built, because that involved a change of jurisdiction from the State and local authority to the national authority. This is undesirable, and would probably be inequitable. But the proposition is to extend the principle of State aid so as to include national aid to the extent of one-third, or possibly one-half of the cost of construction. At the same time we should leave the jurisdiction undisturbed as it is in the hands of the State and local authorities. The aid given by the general government should be of a contributory nature only available, however, on condition that the States or civil subdivisions therein should contribute their proportion. The local authorities should initiate all proceedings. The matter of construction and expenditure of the money should remain as now with the State or local authorities, and the supremacy of the State in its legal jurisdiction should be upheld and remain.

M. V. Richards, of Charleston, S. C., land and industrial agent of the Southern Railroad, said in part:

The citizens of almost every distributing point in the United States have begun to realize the necessity of good roads radiating from the town and reaching every portion of the county and section tributary to it. The dismal days of mud and mire are passing, and the country road is changing into a highway passable in every season of the year. Farmers are learning that the conservation of time is one of the chief factors in creating wealth, and that every hour lost in hauling their products over broken roads reduces the power of production on the farm. Bad roads consume time, which is the equivalent of labor, and the labor over mired teams and broken gear is labor taken away from the farm where it would have been producing, and given to a task that produces nothing—except profanity.

Prof. Latta, after a careful study of conditions in a number of Indiana counties, has stated that

the poor roads in that section entail an annual loss, and the good roads afford an annual gain of \$2,432 for every 640 acres of land over which traffic passes, and that the change from poor and unkept roads to well constructed roads adds approximately \$9 to the value of every acre in the district.

The South is in earnest in its desire and purpose to construct and maintain good highways throughout its whole territory. Personal knowledge of the people of the South and their characteristics justifies me in predicting that the expenditures and provisions for good roads during the last 10 years will be doubled before the census of 1920.

My earnest suggestion to the farmer, land owner and taxpayer is that they calculate the annual expense incurred in traffic and travel over both poor and good roads, and note the difference in the figures. This will convince them of the truth of our contention that the material progress of the section they live in, of their State, and of the whole nation, will be doubled by the construction of good roads, in the enhanced values of lands, the multiplication of schoolhouses and the cheapening of crop movements.

Durant Churchill, of San Diego, Cal., made the suggestion that a road building course be instituted in every State and Federal prison and that convict labor be employed in building roads. He said that this would in some measure lessen the taxes for building roads and would also be effective in giving the convicts a useful insight into the building of highways which they could utilize in after life.

The third day of the convention was devoted largely to the passing of resolutions, chief among which was that favoring a system of national highways, connecting the capital at Washington with the capitals of the States and then a system by which all the principal cities could be connected. One of the roads suggested was a boulevard leading from Niagara Falls to New York City. It was pointed out that such a highway could be constructed at relatively small cost as there were many stretches of good roads between the two cities and if these were utilized, the connecting cost would not be anywhere near as heavy as might be expected.

One of the best addresses of the closing session was delivered by A. Munroe Grier, K. C., vice-president of the Canadian Niagara Power Company. He said, in part:

The highways of this country as well as Canada, are a disgrace to a nation that points with pride to its progressiveness. We prate about our achievements, but I tell you that the roads in this country and in Canada are absolutely a disgrace, and not a matter of pride.

Now what is to be done to bring about good roads? Get the individual interested through his family, then the community, then the town, then the city, then the State and finally the country. Let there be nothing good said about a bad road. Have it painted in the most damnable terms possible. If the road is rotten, say so, and what will you get—a feeling of shame, and finally, a village will be known for its good roads, the town will be known for its good roads, and so on right through to the State and the country.

Among the other speakers, besides those mentioned, were: Hon. Martin Lodge, Washington, D. C.; James O. Bennett, Silver Creek, N. Y.; Albert F. King, Chicago; Samuel Farnell, Riga, N. Y.; O. A. Huhphrey, Warsaw,

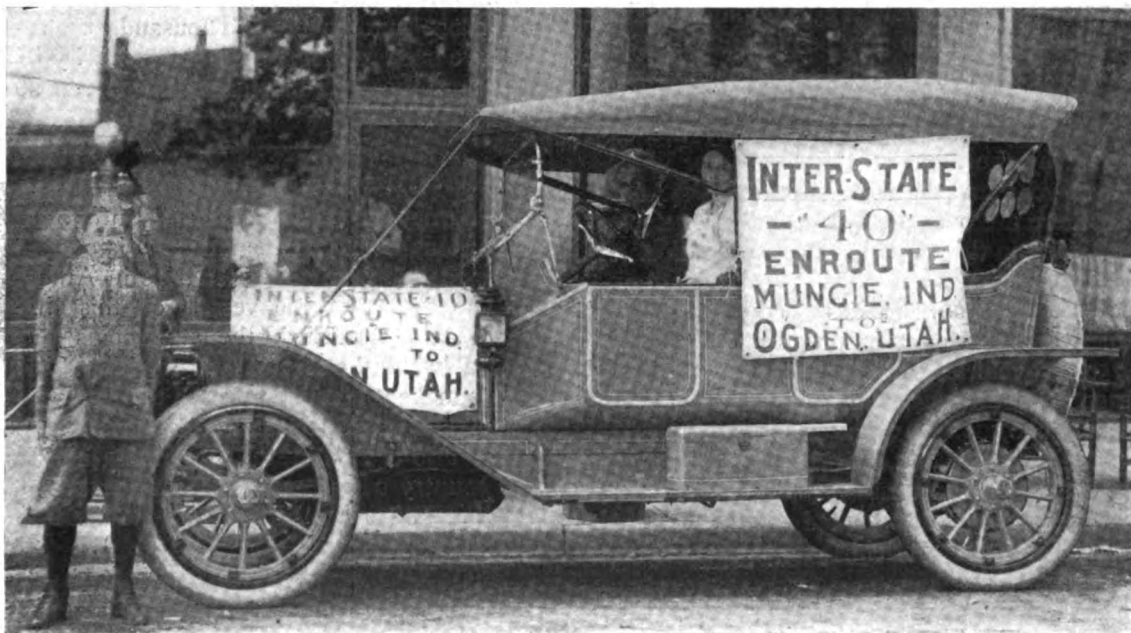
N. Y.; J. E. Morris, Philadelphia; George F. Thompson, Middleport, N. Y.; James K. McGuire, former Mayor of Syracuse; W. A. Leeke, Jackson, Mich.; Arthur S. Johnson, Cambridge, Mass.; Cassius W. Kelly, New Haven, Conn.; W. R. Wilson, Saratoga Springs, N. Y.; J. E. Hodgman, Saratoga Springs, N. Y.; Edwin C. Wallace, Boston, Mass.; W. Stewart Smith, Rochester, N. Y.; W. J. Evans, Toronto, Ont.; W. M. Bryant, Kalamazoo, Mich.; F. H. Bonnett, Kalamazoo, Mich.; W. H. Pugsley, Richmond Hill, Ont., president of the Good Roads Association of Ontario; W. G. McThewly, vice-chairman Good Roads Association.

Makes a Family Trip to Ogden

Dr. Carl Snodgrass, president of the Utah and Idaho Automobile Company, of Ogden, Utah, is making a cross-country trip from Muncie, Ind., to Ogden, Utah, in an Inter-State "40." Dr. Snodgrass, who represents

Neb., the enthusiastic driver wired the factory officials that he would express the tool roll back as it was not needed by the car.

Another telegram sent by Snodgrass from Laramie, Wyo., said he had driven over the



the Inter-State in the Western territory, is making the trip to demonstrate the worth of the car for long tours and incidentally he is getting a good deal of pleasure from it, in which he is joined by his family.

When the car reached Peorid, Ill., Snodgrass was delighted with its performance, one run of 301 miles in 11 hours. At Omaha,

mountains in a blinding rain storm and the car ran as smoothly as it did when he started. He said he had not been called upon to use a wrench or clean a spark plug and that it had power "to burn" on the hills. One stretch of 28 miles was through heavy sand, but the car moved along almost the same as if traveling over asphalt.

Some Figures Dealing with the Auto Industry

The automobile industry makes such rapid progress and grows so enormously, even in a single year, that the task of stating its extent in cold figures is an exceedingly difficult one. Conservative estimates place the amount of capital invested at nearly \$500,000,000, but this is little more than a guess. From time to time new sets of figures are prepared, and almost invariably they are a mixture of truth and fiction.

A Boston paper, the *News Bureau*, is the latest publication to concern itself with this interesting subject. It says:

"It is estimated that there is to-day invested in automobile plants about \$400,000,000, and that at least 200,000 persons are employed in the manufacture of automobiles or their accessories. The automobile makers are paying to the railroads of the country between \$25,000,000 and \$30,000,000 annually for freight, and consume over \$60,000,000 of rubber, steel, iron and aluminum.

"There are in daily use in the United States at present approximately 350,000 automobiles. The 1909 production may be placed at 180,000 cars, with an approximate value of \$240,000,000.

"Large as these figures are, they are exceeded by the annual expenditure for horse-drawn vehicles. Reliable authorities estimate that there are over 7,000,000 of these vehicles used daily in the United States, while the total number of horses and colts in the country exceeds 21,000,000, besides 3,000,000 mules. American manufacturers produce yearly about 1,750,000 vehicles, of which 940,000 are passenger conveyances, with an estimated value of \$110,000,000. In addition there is a yearly expenditure of \$125,000,000 for horses and \$52,000,000 for harnesses, so that it seems fair to assume that the United States expends yearly for its horse vehicles a total of \$290,000,000.

"Automobile makers claim that already the automobile has displaced 500,000 horses and wagons, the average upkeep of which is 65 cents a day, compared with the average upkeep for an automobile of 30 cents a day.

"In order to give a comprehensive idea of the scope of the automobile industry we have had the following figures compiled by some of the leading manufacturers of the country.

Investment in manufacture of automobiles	\$275,000,000
Investment in producing accessories..	175,000,000
Total plant investment.....	400,000,000
Number of persons employed in manufacture	200,000
Number of selling agents.....	5,500
Selling agents and garage employees..	33,000
Annual consumption of copper in various forms, pounds.....	18,000,000
Freight paid to railroads..	\$25,000,000 to \$30,000,000
Leather consumption.....	\$8,000,000 to \$10,000,000
Rubber used (based on high price)....	25,000,000
Steel and iron.....	36,000,000
Aluminum	9,000,000

"The reiterated statement appearing in the press that people have been mortgaging their homes to buy automobiles has led several of the manufacturers to make a very thorough canvass of the situation. Benjamin Briscoe, president of the United States Motor Company, recently sent circular letters to 24,000 bank officials throughout the country containing a series of questions, one of which was information as to the number of persons who were known to have mortgaged their property to purchase automobiles. Thousands of replies have been received, the great majority of which state that few mortgages have been so placed."

A Delightful Freshwater Trip

The journey between Detroit and Buffalo on the luxurious D. & C. Line steamers is one of the most delightful freshwater trips in America. The cabins of the vessels on this line are elegantly furnished, the staterooms are comfortable and the service is of the best. The steamers make it possible to reach the enchanting shores of Mackinac Isle four times a week and they also offer a means of arriving in the North country where every inch of scenery is interesting and every little lake contains fish that bite.

Globe-Girdling Lady Almost Due

Mrs. Harriet Clark Fisher, who is making a tour of the world in a Locomobile, is now on the last lap of her 20,000 mile trip and expects to finish her long jaunt next week when she drives her car up in front of the home of the Automobile Club of America in New York City, which was her starting point more than 14 months ago.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS

Published by AUTOMOBILE TOPICS (Incorp.)

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The definite announcement that Joseph S. Frelinghuysen was a candidate for the gubernatorial chair of New Jersey, seeking the nomination of one of the great parties in that State, may or may not have been the actuating cause in setting afoot a movement on the part of motorists to enter politics as a body. In fact, is is probable that the present agitation over State reciprocity in the matter of registration privileges had most to do with the inception of this movement.

A Splendid Opportunity But the candidacy of Frelinghuysen, who has for years, although a motorist himself, and half a New Yorker, been the head and front of the movement to persecute motorists, both in and out of New Jersey, undoubtedly supplied the torch. For a long time the law which disgraced the New Jersey statute books was known as the Frelinghuysen Law. When it came up, as it did annually, to be tinkered with in the State Legislature, Frelinghuysen was the man who deftly pointed out the methods by which the position of mo-

tourists could be made a little worse than it already was. It was this same Frelinghuysen who, later, stood stubbornly in the way of amending the law so as to give reciprocal privileges to the motorists of other States.

Political sagacity has probably not disappeared entirely in New Jersey, where the parties are divided in somewhere near equal proportion. It is scarcely likely, therefore, that Frelinghuysen will actually receive the nomination of the dominant party. Yet, stranger things than this have happened, and may happen in this case unless the motoring class declare themselves in unmistakable terms.

Recent occurrences on the other side of the river indicate that this is just what will happen. If it does, the nomination for which he itches will be denied this recreant motorist. But, if purblind politicians should really force the nomination, a splendid chance is before New Jersey owners of automobiles. They possess the balance of power in a matter like this, and if they fail to use it to put a quietus upon the ambitions of Frelinghuysen they will have no one but themselves to blame.

Drove His Car 30,000 Miles

Dr. H. L. B. Ryder, of Poughkeepsie, N. Y., is an ardent motorist, and in the last thirteen months he has covered almost 30,000 miles in his E-M-F. "30." Most of this mileage has been run up by the doctor in business runs around New York State, but the routes

and a great amount of money to expend for them, a dealer who has the reputation of being the best posted man in Kansas City on motor matters, says that it represents but a scant 60 per cent. of the cars that are sold annually to farmers in that section. "March was warm and sales were many," he said. "In the latter



DR. RYDER EN ROUTE TO DETROIT TO COMPLETE 30,000 MILE JOURNEY.

through the Berkshires, the Adirondacks and the Catskills have also contributed to the total of the run.

His most recent run has been from his home in Poughkeepsie to Detroit, Mich., where the accompanying picture was taken. The tedium of the trip was greatly lessened for Dr. Ryder by Thomas Bushnell and Milton Perkins, two of his fellow Poughkeepsians, who made the journey with him.

When the Crops Are Harvested

ABOUT 5,000 AUTOMOBILES, values in the aggregate at \$7,500,000, are now being stored in Kansas City, Mo., waiting for the farmers in the South and Southwest to dispose of their crops. As soon as the agriculturists see a balance on the proper side of the ledger, they will invest in automobiles and the dealers are getting ready to supply the demand, which is sure to come within the next few weeks. While this may seem to be a large number of cars

part of May and throughout June, when it was rainy, sales dropped to almost nothing, but now that warm weather has come again, the demand is getting to be greater than the factories can supply. The farmers in the South and Southwest are after motor cars and will not be satisfied until they get them, talks to the contrary by bankers notwithstanding."

Vermont Club's Publication

Complete, compact and giving a vast amount of information of more than ordinary interest to the average automobilist, the 1910 year book of the Automobile Club of Vermont has just been published. The book gives the Vermont law regarding motor vehicles in full and also contains an epitome of the laws of many other States. It contains the automobile registrations and licenses issued up to June 25, a list of all the automobile owners in the Green Mountain State and an excellent map of the territory covered by the club.

COMMERCIAL MOTOR VEHICLES

Many Makes Will Compete

Forty-eight cars of 23 different makes have been entered in the Philadelphia *North American's* commercial motor vehicle run to Atlantic City and return on August 12 and 13. It has been announced that at least ten more cars have been pledged and there is a strong probability of the list of starters reaching the total of 75.

In addition to the competing "freight cars" the caravan which will wend its way to the shore will include a long string of "passenger cars" carrying the heads of companies which have adopted the power vehicle as a transportation medium and officers of the automobile companies whose products are represented in the manufacturers' division. Other merchants who have not yet been entirely converted to power delivery, but are investigating the subject, have been invited to accompany the run so as to be able to make a first-hand study of the advantages of the modern commercial vehicle over the old horse-drawn wagon.

The late entries follow:

Manufacturers' Division.—Class A (1½ tons capacity and less)—Martin, Martin Carriage Works; Torbenson, Torbenson Motor Car Company; I. H. C. Auto Delivery Wagon, International Harvester Company; Buick, Buick Motor Company of Philadelphia; Buick, Buick Motor Company of Philadelphia.

Class C (3 tons and above).—Gaggenau, Benz Import Company.

Private Owners' Division.—Class A (1½ tons capacity and less)—Autocar, E. Bradford Clarke; Autocar, Fritz and LaRue; Rowan, Wright, Tynedale and Van Roden; Commercial Truck, Bergdoll Brewing Company; Autocar, Cluett, Peabody & Company; Autocar, Eshleman and Craig Company; Autocar, Michael del Callo; Autocar, Gurnse Butter Company; Autocar, Gurnse Butter Company.

Class B (3,001 to 5,999 pounds)—Commercial Truck, John Wanamaker; General Vehicle, Bergdoll Brewing Company.

Class C (3 tons and above)—Reliance, J. B. Van Sciver Company; Reliance, J. B. Van Sciver Company.

New Delivery Wagon Planned

Horace De Lissier, vice-president and general sales manager of the United States Motor Company, has announced that the Alden Sampson Manufacturing Company intends to

build at its new factory in Detroit, Mich., in addition to its line of heavy commercial vehicles, a 1,000 pound delivery wagon. Chief Engineer C. H. Breed has designed a two-cylinder motor with a bore and stroke of 4¾ inches, capable of developing 18 hp.

Although any style of body will be built to order, the standard specifications provide for an open type express body and a screen and a panel body. The entire unit power plant is built at the forward end of the chassis, making it easily accessible. In case adjustments are necessary they can be made without removing the body or body parts, and even when the car carries its full capacity the load does not prevent the driver from quickly getting at a desired part. The vehicle will carry an overload of 30 per cent. and will run from 12 to 15 miles on a gallon of gasoline.

Brodesser Company to Move

Plans have been completed for the new factory to be erected at Juneau, Wis., by the Brodesser Motor Truck Co., which has been building the Brodesser truck at Milwaukee for several years. The main building will have dimensions of 200 by 600 feet, of solid brick, with concrete floors. Twenty-four feet of the building will have two stories, the upper floor being for office and administration purposes. The power plant will occupy a separate building, situated between the main plant and a large warehouse. The Chicago and Northwestern Railway is now building a spur track from the main line into the warehouse. The plant will be ready for occupancy on December 15.

"Booster Day" Nets \$110,000

The feat of raising \$110,000 by popular subscription in a public mass meeting was accomplished in one day at Clintonville, Wis., a little city, last week. The day had been set aside as "Booster Day" for the Besserdich four-wheel-drive motor car factory, which is now assured. Ground will be broken as soon as the corporation is permanently organized. Preceding the mass meeting there was a parade in which 50 cars, gaily decorated, participated. William Besserdich, inventor of the

four-wheel-drive, gave several unique tests with the demonstrating model built in his machine shops at Clintonville.

Many Bids Submitted

Bids were received for a police patrol wagon and for a squad wagon for the fire department by the Board of Public Safety of Indianapolis, Ind., Wednesday, July 27, and the matter is still under consideration. Bids were submitted as follows: Conduitt Automobile Company, Knox fire wagon, \$5,000; Howe Engine Company, Howe fire wagon, \$4,950; Webb Motor Fire Apparatus Company, Webb fire wagon, \$4,500; police patrol, \$3,750; Terre Haute Auto Company, Terre Haute, Franklin police patrol, \$3,500; Grabowsky Power Wagon Company, Grabowsky fire wagon, \$4,550; police patrol, \$3,000; American-La France Fire Engine Company, fire wagon, \$5,150; Gibson Auto Company, Premier fire wagon, \$4,500; Premier police patrol, \$3,900; Willis-Holcomb Company, Packard fire wagon, \$5,343.60; police patrol, \$4,851.65.

Bailey Factory Stays in Detroit

M. L. Pulcher, of the Bailey Truck Company, of Detroit, until recently secretary and treasurer of the Oakland Motor Car Co., of Pontiac, Mich., visited Pontiac recently with E. L. Bailey, inventor of the Bailey truck. They drove a one-ton truck manufactured by the company out from Detroit. The Bailey truck has a four cylinder motor and Bosch magneto with sliding transmission and double chain drive. It has 36-inch wheels and solid rubber tires. The body is hung between the springs of the real axle, making it but 30 inches from the ground. The Bailey Truck Company has decided to locate permanently in Detroit.

Railroad Will Use Gasolene

With the filing of a mortgage for \$2,000,000 in Harrisburg, Pa., the finding of the Midland Pennsylvania Railroad, which will be the first road in Pennsylvania on which gasolene will be used for motive power, is now almost assured. The new road will run through the Lykens Valley, from Millersburg to Ashland, where connections will be made with the Lehigh Valley and Pennsylvania Railroads. The distance is about 44 miles. Experiments are

being made with gasolene cars and announcement of the contract for the rolling stock is expected to be made when the experiments have been concluded.

Motor Van too Large for Garage

The Cathcart Transfer and Storage Company, of Atlanta, Ga., is the owner of the biggest automobile truck now in commission in the South. It was sold to them by the Kelly-Knight Motor Car Company, agents for the Grabowsky trucks. It is a moving van, larger than any of the horse-driven vans in the city. The van is not unusually wide, but it is so long and so high that there is not a garage in Atlanta which it can enter. The Cathcart Company is building a special garage to accommodate the truck.

New Models Within Fortnight

The Hart-Kraft Motor Car Company, of York, Pa., makers of commercial wagons, will have its newest styles of light delivery wagons of the 1911 models on the market within two weeks. The company is running on full time with a full quota of employes, and is installing an extra supply of machinery to increase the output of the plant.

Koenig Buys a Locomobile

Samuel S. Koenig, Secretary of State of New York, has purchased a 1910 Locomobile roadster of 30 hp. for the use of the Board of Examiners of the State Automobile Bureau, who will use the car in giving prospective chauffeurs the road test demanded by the Calian law, which went into effect on August 1.

Motor Trucks in Road Building

Three large Gramm-Logan trucks have been purchased from the Olympic Motor Car Company, Seattle, by the firm of Guernsey & Kincaid, which has road building contracts between Kent and Kirkland, Wash. The loads on these trucks will be dumped automatically and spreads the road surface any desired thickness.

A New Alco Truck

The American Locomotive Company will add a new model motor truck of five-ton capacity to its Alco line for 1911. The three-ton trucks will continue to be made.

ALWAYS AND ALWAYS Diamond TIRES ARE THE BEST

*Little Glidden Tour But
Confirms the Big One*

MINNESOTA'S STAR EVENT

17 cars participating. Diamond tires on 7. Balance divided among 8 other makes. Only three Diamond tires changed all told—a record that no other tire approached. All 4 perfect score cars used Diamond tires.

ALSO THE WISCONSIN STATE RELIABILITY TEST

Not a Diamond tire changed. Their superior record, in striking contrast with other tire showings, was the talk of the tour.

"USERS KNOW"

The Diamond Rubber Co., Akron, O.

Loose Sheets of This and Previous Sections May be Obtained by Remitting 10c. for Each

NEWPORT, R. I., TO BOSTON

From Newport to Boston the best route is through Tiverton, Fall River, Taunton, Stoughton, and Mattapan, where the Boston district is reached. The details follow :

From Washington Street start north on Broadway, and at Soldiers' Monument turn left with trolleys and again left at fork. Direct to 4-corners, where turn right on "East Road," curving left to fork. Right, and again right with trolleys to and across bridge into

Tiverton (12.3 miles).

Left with trolleys and right with tracks at fork. Straight ahead, leaving trolleys to right, and, meeting same again, follow them on S. Main Street through 4-corners to intersection of Pleasant Street,

Fall River (19.5 miles).

On N. Main Street to head of Elm Street, where turn left, and then first right into Durfee Street. At foot of grade turn left under R. R. and then right into Davol Street. Meeting trolleys, follow same, with left turn and then right turn at the end of the street. Sharp left turn over bridge spanning the Taunton River. Turn right with trolleys; another sharp right turn and then a left turn. Follow macadam direct to hamlet of Pottersville. Continue with trolleys, turning left on State Street, and direct through Somerset. At fork keep right and over bridge. Bear right at bridge, leaving trolley. Meeting trolleys beyond, follow them into Pleasant Street, turning left into Main Street and next right in

Dighton (28.5 miles).

Straight ahead over R. R. at Dighton station and meeting trolleys, follow same to fork, where turn left, leaving trolleys. Again meeting trolleys, curve right and then direct to fork, where keep left on Main road. Straight ahead, leaving trolleys to right into Somerset Avenue. Keep left at fork to the end of Somerset Avenue at Weir Street. Bear left on Weir Street, running on east side of "Common" of

Taunton (35.1 miles).

Straight ahead on east side of "Common" into Broadway, and then straight out with trolleys. Cross R. R. at Raynham station.

At fork keep straight ahead, leaving trolleys to right. Over R. R. at South Easton station, picking up trolleys, and follow them through South Easton. Leaving trolleys to right just beyond, run straight ahead through 4-corners and over R. R. bridge, keeping to left of park, entering

Stoughton (51.2 miles).

Bear slightly right over trolley tracks and then on main road through 4-corners. At fork, keep right, picking up trolleys from left, and then direct into Ponkapoag. Straight ahead past Blue Hill trolley station. Bear left through cross-roads at watering trough. Follow trolleys direct over bridge over Neponset River at village of

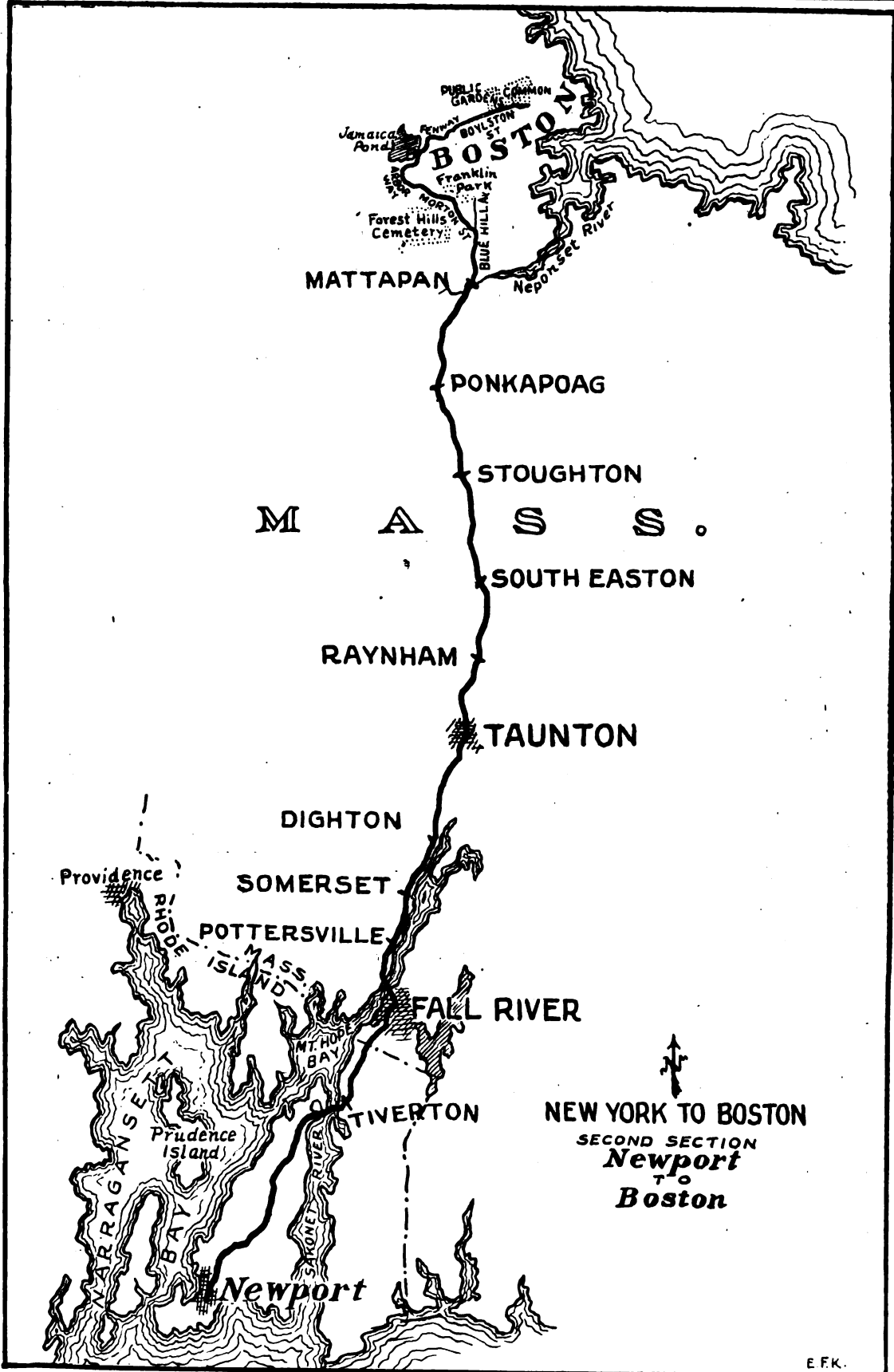
Mattapan (61.5 miles).

Continue on Blue Hill Avenue under R. R. At end of grade turn left into Morton Street. At fork just beyond curve right, straight ahead across Harvard Street and diagonally left across Canterbury Street. Past Forest Hills Cemetery, and at fork turn right and bear immediately left into Parkway Systms. Straight ahead across trolleys and under R. R. at Forest Hills station on left. Bear right on main parkway just beyond. Direct on "Arborway," keeping right at 3-corners to forks, where curve slightly right into the main-traveled drive around the east side of Jamaica Pond. Straight ahead and across Perkins Street, keeping right at fork and left bend across trolleys at

Hunting Avenue and "Riverway" (67.1 miles).

Direct on main thoroughfare across Brookline Avenue, Longwood Avenue and Brookline Avenue again, and at fork straight ahead into the "Fenway." Direct on "Fenway" to Boylston Street exit from Parkway System and right on Boylston Street. Straight ahead across Massachusetts Avenue. Along south side of Pacific Garden and Commons to Tremont Street of

Boston (70.5 miles).



E.F.K.

FISK

Quality

THE LIFE of an automobile tire is in direct proportion to its *quality*.

QUALITY springs from a careful selection of materials and the countless, painstaking operations incidental to perfect manufacture, hidden from outward view in the finished product.

FISK QUALITY MEANS SAFETY. It also means the greatest possible freedom from tire troubles and the delays coincident therewith. It means time-tried confidence of intelligent users, a confidence founded on proven service and satisfaction. And lastly, it means the guarantee of honest value with which the Fisk name is synonymous.

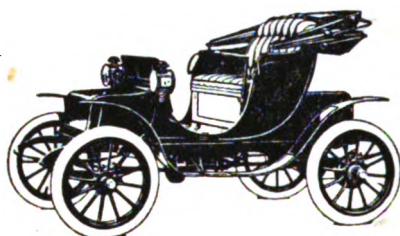
Fisk Quality Service found at the 17 Fisk Branches insures courteous attention, fair adjustments, expert repairs on all makes of tires and reasonable charges. Write for Fisk Quality Literature.

THE FISK RUBBER CO.

Department A

CHICOPEE FALLS, MASS.

Baker Electrics



THE BASIS OF BAKER SUPREMACY

Every Baker Electric embodies the cumulative results of twelve years of *experience*, dating from the time the first Baker Electric was built in the first electric motor car factory in America.

The *ability* of the Baker Motor Vehicle Company is the combined ability of all the best men in the electric motor car business. They find here the greatest opportunity and the greatest reward for intelligent and painstaking work.

Back of the resources and equipment of the Baker Motor Vehicle Company is a policy of *progressiveness* which animates the entire organization. Nothing is good enough, nothing is Baker Quality, if it is possible to make it better.

These are the reasons for Baker Supremacy, as exemplified in the Bevel Gear Shaft Drive, non-sparking motor, continuous torque controller, cushioned steering connections, and patented easy-riding spring suspension of the latest models. The details are in the Baker catalogue, a copy of which will be sent free to your address on request. Write for it.

We want reliable agents to represent us in all localities where Baker Electrics are not already on sale.

The Baker Motor Vehicle Co.

32 West 80th Street
CLEVELAND, OHIO

INDUSTRIAL AND TRADE NEWS

MICHIGAN

Detroit

The Chalmers Motor Company has declared a cash dividend of 30 per cent. and a stock dividend of 900 per cent. The stock has been increased from \$300,000 to \$3,000,000, the surplus being divided among the stockholders pro rata, none of it going on the market. In the last two years the Chalmers company has invested \$1,500,000 in new buildings and machinery, hence the increase in the capitalization.

President Hugh Chalmers gave the stockholders a little talk at the meeting held, in which he said:

"Since our 1911 models were announced a few weeks ago, we have been in the midst of a rush of business such as we have never before experienced. We have now more orders for cars for immediate shipment than we have ever had before in the history of the company at any one time. We believe we shall have no difficulty in selling all of the cars that we plan to make for 1911.

"Some people think that this will be a slack year in the motor car business. As I have said before, our sales records do not show any evidence of this. We do not agree with those people who say that the motor car business will 'blow up.' There may be a 'blow off' some time, but not a 'blow up,' and if this blow off comes, it will be a healthful thing and in the long run will have a beneficial effect upon the industry as a whole and will work to the interests of the buying public inasmuch as it will mean the elimination of any concerns which have not or are not now giving the greatest possible value that can be given for the prices asked."

Besides Mr. Chalmers the stockholders present at the meeting were: Edwin Ross Thomas, Alexander McPherson, Elisha H. Flinn, H. P. Baldwin, Irvine B. Unger, J. M. Lonergan, Harry S. Taylor, Wm. H. Miller, Harry W. Ford, Lee Counselman, George W. Dunham, Charles A. Woodruff, C. A. Preffer, Charles F. Lott, C. C. Hildebrand.

Warren, Pa., capitalists have purchased the control in the Abbott Motor Company, of this

city. Charles S. Abbott and other stockholders in the company sold their holdings for \$500,000. It is understood that the new owners will increase the capital and produce 5,000 cars for the season 1911. The factory has a capacity of 20 cars a day and the 1911 models soon will be out. John G. Utz, A. T. O'Connor and others will remain with the company. C. W. Jamieson, president of the First National Bank of Warren, probably will be president of the Abbott Company, his associates being prominent manufacturers and financiers in the Pennsylvania city.

Industrial activities in which the automobile plays the leading part continue in Detroit. Local capitalists recently bought 6,000 acres of land near Royal Oak, which is ten miles north of the city hall, or two-fifths of the way to Pontiac. N. A. Hawkins, of the Ford Motor Company, is spokesman for the syndicate, but says it is only a flyer. In some sources it is thought that the purchasers have a big project in view.

The Detroit Automobile Specialty Company, manufacturers of engines, guards, fenders, tanks, etc., have bought 300 feet additional property, and a building 175 by 42 feet is to be erected for use this fall. Other improvements are contemplated.

The General Motors Company will begin active operations in Detroit this fall, and some enormous buildings will be erected on the 60 acres bought last year.

Work is being rushed on the addition to the Anderson Carriage Company, which will give that company 100,000 feet additional floor space, making ten acres in all. Much attention will be paid to electric trucks. The company produced 1,500 of the Detroit electrics this year and it is expected that the number will run to 2,500 for 1911.

The Steely Automobile Engine Company has been incorporated with \$150,000 capital. The principal car to be turned out will be a combination affair. It is a touring car which may be converted into a wagon carrying 1,000 pounds, merely by removing the tonneau and putting on the wagon top. A four-cylinder, two-cycle engine of 35 hp. will be used and the

first of the cars is due this week. A leather puncture proof tire is another feature. Where the company will locate has not yet been determined. The officers are W. J. McWain, president; M. J. Delaney, vice-president, and general manager; E. D. Sowden, secretary; J. J. Marks, treasurer.

When the general offices of the Lozier Motor Company are removed to Detroit, Mich., on October 1, there will be several changes in the executive staff. F. C. Chandler, formerly manager of the western sales agencies and the foreign department, has been elected vice-president, and will have charge of the sales department. C. A. Emise, manager of the metropolitan sales agency and department of advertising and publicity, will sever his connection with the sales department and assume charge of a new branch of publicity and advertising. W. S. M. Mead, manager of the eastern sales agencies, will succeed Mr. Emise and will have his headquarters at 1751 Broadway, New York City.

To have everything in shape to take care of a bigger trade in 1911 the Buick plant at Flint is to shut-down for two weeks, during which time a thorough overhauling will take place. The shut-down caused the pessimists to dance with glee, but it is only the usual procedure in a factory where so much machinery is used. Just as an illustration of the business being done, it may be stated on authority that on Tuesday of last week the Buick Company received orders for 262 machines. Also 38 box cars were loaded with Buicks for Kansas City, in response to a rush order from the agent there. These Buicks are for the farmers of Kansas, Nebraska and Missouri.

The Universal Motor Truck Company will on August 8 let contracts for the first of the buildings of its new plant. This structure is to be 254 by 61 feet and four stories in height, with a separate power building, and will occupy a plot of ground in the city adjacent to the Grand Trunk tracks. Provisions have been made for an extension which will give the main building a total length of 572 feet. The company will make the Universal trucks of 1½ and 3 tons capacity, deliveries to start on February 1, 1911. It is expected that 500 men will be employed. Although the officers have not yet been elected those chiefly inter-

ested in the company are Judge Morse Rohnert, C. H. Haberkorn, Louis Kamper, Curt Kling, Edward Barker and Albert Fisher, of this city, and E. Uihlein, of Milwaukee.

The Elmore Automobile Company, temporary quarters at 295 Jefferson avenue, is the name of the new agency of the Elmore automobiles here. M. A. Young, who has sold Elmore's in Detroit for eight years, is the manager and is having a fine salesroom and garage built at the corner of Woodward and Alexandrine Avenues.

Officials of the Reo Automobile Company, of Lansing, claim that their 1911 output of 12,000 cars already is sold. Orders have been coming at such a rate that the Reo folks think the business is just beginning.

The new torpedo bodies for the Hupmobile, which will come through in a few weeks, are already beginning to sell, and it looks as though this type of a machine will be in great demand next season.

These are days of great satisfaction at the Regal Motor Car Company. The car driven by La Roche in the reliability contest, known as the Little Glidden, was the only car in its class to negotiate the Minnesota roads for the four days with a perfect score. The run was about 800 miles over very dusty highways. On top of that the Regal folks have received the handsome loving cup won by one of their cars in the All-Connecticut reliability run.

Thomas Henderson, of the local Winton branch, has received his 1911 demonstrator, a seven passenger car in maroon, and a very good looking job. Before it came Mr. Henderson had made a number of sales.

The Lion Motor Car Company, of Adrain, the distributing branch of which is in Detroit, where much of the stock in the company is held, will make 1,000 cars in the coming year. C. H. Blomstrom, who designed the Queen automobile, is mechanical head of the company, and he says the cars have plenty of power. The four cylinders are 4½ by 5 inches and the cars have performed some wonderful road stunts.

General Manager Fred W. Haines, of the Regal Motor Car Company, has been taking a

few days' vacation at his cottage near Charlevoix.

J. D. Heaslitt, of the E-M-F. Company, was married last week at Pontiac to Miss Louise Ducharme, of Detroit. They are spending their honeymoon on a launch trip up the rivers and lakes of the State.

The Cadillac Motor Car Company plant is again operating after its regular two weeks' vacation, during which time the machinery was given a complete overhauling and needed repairs and renovation. The company made and sold 8,000 automobiles for the season of 1910, and is planning to increase the number to 10,000 for 1911.

The Miller Rubber Co., of Akron, has opened a branch at 1219 Woodward Avenue in charge of H. L. Cooper.

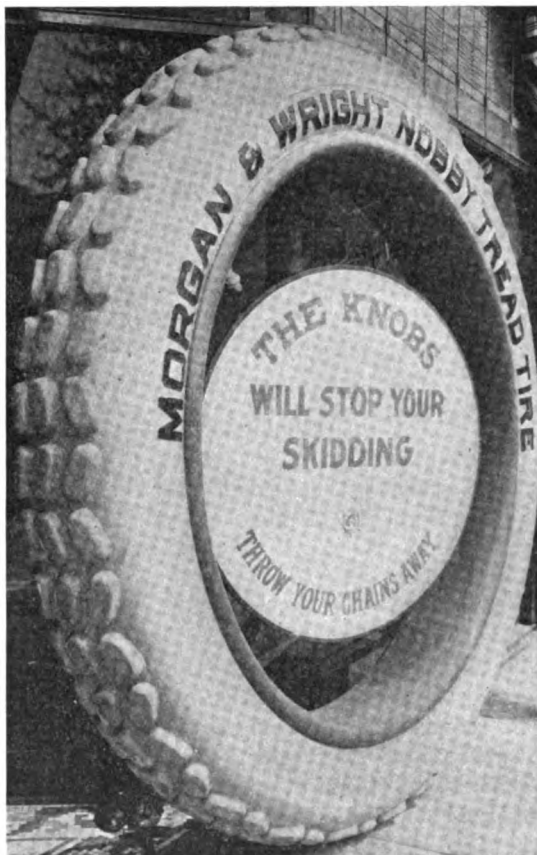
E. E. Tolksdorff, the second American resident of Neuva Gorona, Isle of Pines, Cuba, has secured the exclusive agency for that territory for the E-M-F. "30" and the Flanders "20" cars, and has ordered 25 cars to be shipped to him at once. Although there was but one other American on the island when he landed there nine years ago, the number who now call the United States "home" exceed 2,000, and it is among them that he expects to dispose of the Detroit-built cars.

According to Mr. Tolksdorff, motoring in the Isle of Pines is possible all the year round, but is particularly delightful during the months of December, January and February. There are a number of fine government roads and the greater part of the island is composed of natural gravel which lends itself with great readiness to road construction of a simpler order. There are now 30 motor cars on the island, of almost as many brands. There is no garage or salesroom, however, but this condition will be remedied as soon as Mr. Tolksdorff gets back with his demonstrating cars.

The Michigan Automobile Association has started putting up signboards on many of the roads of the State. The routes which are being marked now are Detroit to Grand Rapids; Detroit to Saginaw, via Flint and Pontiac; Detroit to South Bend, via Kalamazoo; Grand Rapids to Holland and Grand

Rapids to Kalamazoo. In all 834 signs will be placed at a cost of \$2,800. Each sign gives the exact mileage and there are signs which indicate dangerous turns in the roads.

A Goliath of tires is the one shown in the accompanying illustration. It is an exact reproduction of the Morgan & Wright Nobby Tread Tire, and was used for display purposes during the recent Elks convention at Detroit.



UNTIRED ELKS SEE BIG TIRE.

According to standard tire sizes, it would be a 96x12 inch tire. It is so large than a man can stand upright comfortably inside the rim.

Leigh Lynch, a well-known race driver and former athlete, has become identified with the claims department of the E-M-F. Company, his work dealing largely with the guarantee the company gives with its E-M-F. "30" and Flanders "20" of one year's service. Lynch may be used in some of the competitive work in which the E-M-F. teams are engaging for the fall campaign.

R. H. Schmitdiel, a Detroit boy, has been appointed manager of the Regal store in Indianapolis. For some years Mr. Schmitdiel has been with the Brush Company in Chicago and another concern in New Orleans.

Claude S. Briggs, president of the K-r-i-t Motor Company, has sold all of his holdings in that company and retired.

Lansing

J. P. Fillingham, assistant superintendent of the local Reo factory, has been appointed general superintendent of the Reo Motor Car Company of Canada, Limited, to succeed R. B. Hamilton, resigned. Mr. Fillingham will make his headquarters at St. Catharines, Ont., his birthplace. An addition will be made to the Reo factory there, and the output of the plant will be increased by more than 600 cars for the coming season.

Pontiac

General Manager R. A. Palmer, of the Cartercar Company, is optimistic over the outlook for the automobile business in Pontiac for the coming year, and says that local factories will be busier than ever before. At present there is a lull because of inventory and because the concerns are changing from 1910 to 1911 models, but Mr. Palmer says this is only temporary, and that work will be resumed shortly with larger forces. The Cartercar will turn out 4,000 1911 models and will put on 1,000 workmen, in addition to the force already employed.

NEW YORK

New York

Following its plan of enforcing a "square deal" for both the automobile owner and the garage proprietor, the Garage Owners' Association of New York, on August 2 caused the arrest of Edward Underhill, owner of the Garage De Luxe at 55 East 108th Street, on a charge of violating the ordinance on weights and measures. The specific charge against him is that he is alleged to have sold Lee J. Mills, an inspector of weights and measures, eight gallons of gasoline and charged him for ten gallons.

Underhill had been selling gasoline at 14

cents a gallon and the garages charge 20 cents. Charles D. Chase, secretary and manager of the Garage Association, several of its members and Inspector Mills went to Underhill's place in a touring car and ordered ten gallons of gasoline. When it was delivered and paid for, they measured it and Mills alleges that he found that it was less than eight gallons. Underhill's arrest followed at once and he was held in \$1,000 bail.

Underhill denies that he attempted to give short measure and declares that it grew out of the negro boy, who delivered the fluid, making a mistake in counting the number of gallons he poured into the tank. He also claims that his arrest is simply a scheme on the part of the association to force him out of business.

Attorney A. Derby, counsel for the Garage Owners' Association, has in his possession a circular letter which, it is said, Underhill distributes among chauffeurs. The Garage De Luxe solicits the purchase of all sorts of automobile accessories, and some of the extracts from the circular are:

"We make it a point in our business to always keep our word with a chauffeur. He can always depend on us. If we promise him a commission or a percentage or a job he always gets it. You would be surprised to learn what a lot of money we have paid out to wise chauffeurs who always pull with us and nobody else.

"If you know of any tires, speedometers, tubes, horns, lamps, or tools for sale, come and see us. We will buy for spot cash and you get yours.

"Remember you always get yours.

"We have helped many a down-and-out chauffeur when out of a job.

"If you know of any one about to buy a new car, bring him to us and get yours.

"Keep your eyes open and inquire around and we shall soon be making money together.

"Remember that Underhill is always the friend of the chauffeur, and always keeps his word and makes good."

Hamilton Carhartt, president of the Carhartt Automobile Corporation, paid a visit to the distributing branch of his business, which has its general offices and salesroom at the Plaza Hotel, this week. Unlike most visitations, the chief purpose of Mr. Carhartt's visit was to

request the sales department not to sell cars quite so fast.

Mr. Carhartt is one of the best known figures in the textile world, and commands a high business position in his home town in Detroit. He was formerly the treasurer of the National Association of Manufacturers, is president of the Electric Lighting Commission of Detroit and vice-president of the Municipal Art Association. He is also vice-president of the Peninsula Savings Bank, one of the largest monetary institutions in Detroit. His textile plants are widely known in the industrial word, on account of the splendid facilities found in all of them for looking after the welfare of his employees. Mr. Carhartt was one of the originators of the co-operative idea as applied to manufacturing business.

J. I. Handley was elected a vice-president of the United States Motor Company at a recent



VICE PRESIDENT J. I. HANDLEY.

meeting of the board of directors of the \$30,000,000 selling organization at the company's

headquarters at 505 Fifth Avenue, New York.

Mr. Handley is a native Texan, and was prominently connected with the clothing business prior to his engagement in the automobile business three years ago, when he organized the Maxwell-Briscoe Handley Company of Dallas, Texas, which company is distributor of Maxwell cars in the Southwest.

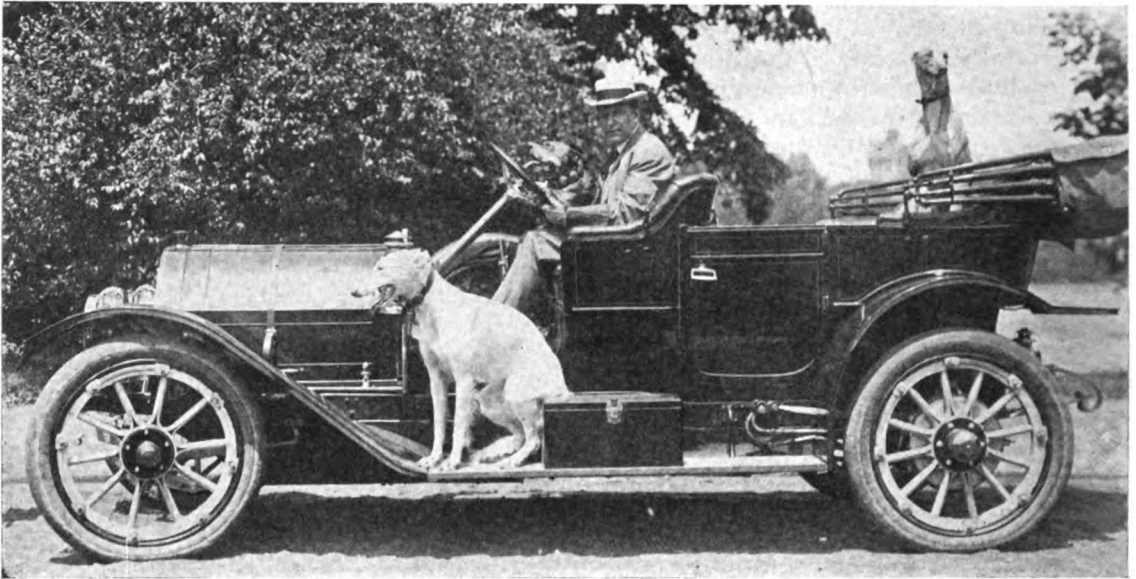
Two years ago he was made district manager for the Maxwell-Briscoe Motor Company, with offices at the company's New Castle, Ind., plant. Later, he removed to Chicago, where he has remained as district manager until the present time. Mr. Handley has made a record for himself as one of the most successful distributors of motor cars in this country, and this record brought him deserved recognition. He will be located at the home office in New York.

A. G. Williams has taken up the wholesale end of the business for the Haynes Automobile Company, and will cover New York, New Jersey and the New England States. His headquarters will be at 1,715 Broadway, New York, and part of the time in Syracuse, N. Y.

The New York Steam Automobile Tire Repair Works has leased the entire building at 312 West 52d Street and expects to take possession on September 1. When fitted up, the new quarters will, it is claimed, be the largest tire repair plant in the country.

The New York branch of the Buick Motor Company moved into its new quarters at Broadway and 55th Street, New York City, on August 1. The new building represents an investment of \$500,000, and the show room has a floor area of 12,500 square feet, which is said to be the largest devoted exclusively to motor vehicles in the United States. The interior decorations are of Italian Renaissance. Fluted columns of ivory and old bronze support the ceiling, and heavy mahogany office trimmings and furniture are used throughout. A novel lighting scheme and old ivory finish lend additional charm. Another striking feature is the marble staircase leading to the commercial car and taxicab department.

A novel sight along Riverside Drive, New York City, during the warm weather has been an automobile carrying as passengers three-



THOROUGHBREDS ENJOY OUTING IN CARHARTT CAR.

contented-looking dogs, who occupy their allotted seats with the greatest decorum. Though not prominently connected with any of the Kennel Clubs, Dr. W. E. Young, who is the driver, is an enthusiastic lover of dogs, and the owner of nine thoroughbreds of various types, three of which are his almost inseparable companions. The Gessoon, No. 74 Novice, D.B., a handsome English greyhound, took first prize at the Westminster Kennel Club in 1907; Netherly Daisy, English bull, formerly owned by Gus Heyl, is also of prize record, and a handsome white Russian wolfhound, Osarevitch, from Mrs. J. Berdon Harman's kennels, comprise the trio.

Dr. Young is also a keen motorist, and his sporty new Carhartt car, with its canine freight, is a familiar sight in the upper part of the city.

Syracuse

Of the four models which constitute the Franklin line of open cars for 1911, two of which are "sixes" and two are "fours," the "sixes" are of the full flush-sided type, while the "fours" are more nearly of the conventional touring type, although like the others they are equipped with front doors.

These four models are designed as the H, D, M and G, and their horse power is respectively forty-eight, thirty-eight, twenty-five and eighteen.

The Model H is built with either a seven-passenger body or a four-passenger double torpedo-phaeton body. The Model D is built with either a five-passenger open body or as a seven-passenger limousine or landaulet. The Model M is made with either a five-passenger open body as as a seven-passenger limousine or landaulet. Model G is fitted with a four-passenger open body or a two-passenger single torpedo-phaeton body.

Because of increased wheel base the bodies of all the models have more seat room and more foot room than ever before. The wheel base of the several models is respectively 133 inches, 122¾ inches, 107½ inches and 99½ inches.

The Franklin four-cycle engine is air-cooled for 1911, as it has been for every year since the first Franklin was built in 1902. It shows development and refinement in various particulars, but throughout there is, as there steadily has been, adherence to the basic idea of air cooling.

The wheel sizes for the several models are respectively as follows: 38 and 37 inches on H, 37 and 36 inches on the D, 34 inches on the M, and 32 inches on the G. The tires, with which these wheels are equipped, are: 5½ inches and 5 inches for the H, 5 inches and 4½ inches for the D, 4½ inches and 4 inches for the M, and 4 inches and 3½ inches for the G.

Buffalo

Almost every State that enacts a new law for the guidance of motor car users these days devotes a special paragraph to rules for lamps. The general requirement is that the rear number shall be illuminated sufficiently to be visible for a distance of fifty feet at night. With the lamp equipment of some cars the ingenuity of the owner is rather thoroughly tested to find a way to make the rays of the rear lamp shine on the number plate.

In order to allow owners of its cars to comply strictly with both the letter and spirit of the law, as exemplified by the Callan bill in New York, the Pierce-Arrow Motor Car Company, of Buffalo, has added to the regular equipment of its cars a sixth lamp for the sole purpose of number plate illumination. This lamp is of peculiar construction. It is like a tube cut in half—about six inches long and an inch and a half in diameter. It is electrically lighted and can be turned off or on by the switch that operates the side and rear lights. When it is on its rays cover the entire number in a way that would insure any owner against arrest for a violation of this particular section of the law. The addition of this lamp makes six that are included in the Pierce-Arrow equipment without counting the small one that lights the oil gauge at night.

Poughkeepsie

The city of Poughkeepsie, N. Y., has sold to the Fiat Company a piece of dock property along the Hudson River in that city, under the conditions that the Fiat Company must make improvements to the property of more than \$3,000 within the next ten years, and that it must pay out in wages at least \$300,000 before July, 1913. The deed also makes provision that the company shall not sell the property without first giving the city a chance to buy it at the same consideration offered by any other bona fide bidder. It is understood that the Fiat Company is going to manufacture motor boats as well as automobiles. The company now employs 400 men, and is one of the largest manufacturing plants in Poughkeepsie.

Herkimer

General Clarke has purchased the plant of the Herkimer Manufacturing Company and is fitting it with new machinery. He will begin the manufacture of a new four-cylinder car of

his own design. The company that will handle the car will be a family affair.

Rochester

James Cunningham Sons Company, veteran carriage manufacturers, who will build 300 cars of a four-cylinder type this coming season, is erecting a five-story brick addition to its present plant at an estimated cost of \$50,000.

The Gillis-Strickland Motor Company, of Rochester, has changed its name to the Gillis-Baird Motor Company.

Middletown

The Micks-Wilkin Transmission Company has been incorporated and will deal in automobiles and accessories. The incorporators are W. W. Micks, of Middletown; Joseph A. Wilkin, of Matamoras, Pa., and John G. Heinle, of Port Jervis. The capital of the new company is \$5,000.

WISCONSIN

Milwaukee

MILWAUKEE, Wis., August 2.—“This contest, although strenuous and spirited, has been dignified, manly and ‘on the square’ from start to finish, and its example might well be followed with profit by the Glidden tour promoters and others.”

So said George A. West, chairman of the Contest Board of the Wisconsin State A. A., and referee of the first annual reliability tour, in presenting the \$1,000 *Milwaukee Sentinel* trophy to Emil Hokanson, driver of No. 8 Buick, a 1910 model 19, which won the contest and was the only car to complete all tests with a perfect score.

The cup was presented at a banquet given by the Wisconsin branch of the Buick Motor Company, assisted by the Hokanson Auto Company of Madison, Wis., entrant of No. 8, on July 28. All of the participants in the run were guests.

The spirit shown by the competitive dealers, manufacturers, drivers and others connected with the run, both during the tour and at the banquet of victor to vanquished, has probably no parallel in motoring history.

Plans are already being made for the second tour in 1911. The tour lasted six days and 808 miles were covered.

The Mickelson Motor Company has been organized at Milwaukee by T. M. Mickelson, a well-known engineering expert, for the purpose of building motors for the motor vehicle trade. The large factory building at 18-30 Ferry Street has been leased and will be used until larger quarters can be obtained or a plant erected. Mr. Mickelson was for a long time connected with the David Manufacturing Company, of Milwaukee, which produces gasolene motors.

The Marquette Motor Company, of Saginaw, Mich., will use Milwaukee-made machinery to operate its new works. Orders have just been placed with the Allis-Chalmers Company, of Milwaukee, for the following equipment: Two 100 k.v.a., 4600-115 volt and three 50 k.v.a., 4600-460 volt, oil-filled, self-cooled transformers, for lighting and power transmission. The Marquette Company purchased much of its other machinery from the Milwaukee concern.

Among the Wisconsin corporations which have received notice from the Secretary of State that their charters will be revoked unless the annual corporation statements are filed, are: Auburn Motor Garage Company, Gove Automobile Company, Haines Motor Company, Hickman - Lauson - Diener Company, Kopmeier Motor Car Company, Meiselbach Motor Wagon Sales Company, Ogden-Farwell Garage, Wisconsin Auto & Tire Repair Co., Wordingham Manufacturing Company, all of Milwaukee. The corporations have until January 1, 1911, to make reports, but are subject to a forfeit fee and payment of cost of official public notification after March 1, 1910.

The Silent Sioux Auto Manufacturing Company, which moved from Sioux Falls, S. D., in the fall of 1909, to Waukesha, Wis., and occupied the former plant of the Waukesha Motor Co., has now moved to Milwaukee to take advantage of the natural benefits of a large manufacturing city. The former plant of the Jonas Cycle Company, makers of bicycles, later used by the Jonas Automobile Company for garage, agency and repair works, has been leased for a long term. It is located at 726-28 National Avenue. The production is limited, and the car is guaranteed as long as the owner has it. The feature of the Silent Sioux is the three-point suspension of frame.

George W. Chandler has been granted a permit to build a \$20,000 garage and stable building at 298-300 Fifth Street. The structure has ground dimensions of 50 by 150 feet and will be three stories high.

Almost every candidate for nominations before the September primary in Wisconsin is using a motor car to cover his ground. The fight has just begun, and in the five weeks that remain they all believe they can cover the same, and undoubtedly more, ground than it formerly took ten to twelve weeks to cover. Captain William Mitchell Lewis, president of the Racine company which makes the Mitchell, is campaigning in a Model "S" of that make, and Edward T. Fairchild, one of Captain Lewis' competitors for the Republican nomination for governor, is using a Maxwell 30 hp. touring car. Another car is used for advance work, placarding and posting lithographs. Even candidates for the lesser officers, such as member of assembly and county officers, are making campaigns in motor cars.

Oshkosh

Articles of incorporation have been filed by the Oshkosh Tire Repair Company, of Oshkosh, Wis. The capital stock is \$5,000. C. O. Josslyn, E. S. Josslyn and M. Koenig are the incorporators.

MINNESOTA

Minneapolis

John Burmeister, Twin City representative of the Locomobile, has returned from a trip of 6,172 miles through the East from Minneapolis and return. He carried three passengers. The best roads were in New York, with which the Minnesota roads compare most favorably. He used 564 gallons of gasolene.

In a Premier car, A. J. Gibson, and party from Missoula, Mont., have started for New York. The run to Minneapolis was made with a total weight of 4,465 pounds. Cooking utensils were carried for use west of the Twin Cities on the road where hotels are scarce. The Minnesota roads were by far the best. Irrigation ditches were the worst hindrances in Montana and North Dakota.

The Tri-State Auto Company, Minneapolis, has begun a one-story addition, 60 feet square, for repair work and storage.

Edward Ellis, formerly salesman for the Royal Automobile Company, has opened a business in second-hand cars in the Security Bank building.

A. N. Smith, manager for the Motor Sales Company, has sold his interests and joined the Royal Automobile Company as sales-manager. The company handles the Royal and the Glide.

W. C. Teasdale, salesmanager, and C. P. H. Root, factory representative, have closed with the Joy-Willson Sales Company, of Minneapolis, North Dakota and Northern South Dakota. D. E. Morron, formerly salesmanager for the Jackson Motor Company, becomes salesmanager of the new concern. Eight models of the Parry have been received.

Su Perkins, 26 Eighth Street, has sold his business to the Clark-Carter Auto Company, of Jackson, Mich., manufacturer of the Cutting "40," which was first seen here at the recent Twin City aviation meet. Mr. Perkins will manage a new branch here for the company and will sell 400 1911 cars in the Northwest. C. D. Cutting, designer of the car, made the deal.

H. B. Allen, of the Pagel-Allon Company, agent for the Schacht, has started a tour of Southern Minnesota to visit sub-agencies. The Schacht Motor Company has added a 5-passenger touring car to its line for 1911, selling at \$1,385. It is a four-cylinder, 35-40 hp. car, with 54-inch wheels and 120-inch base.

OHIO

Cleveland

CLEVELAND, August 2.—Local motorists, long taxed heavily, they assert, by the garages and accessory dealers, have formed an association which will be known as the Automobile Owners' Low Maintenance Association. The company will be incorporated soon and will establish a large garage in a convenient location. The object of the new organization will be to prevent the exorbitant charges (sic) made by local dealers, garages and oil and fuel salesmen. In the new garage expert mechanics will be employed and a large supply of oils and fuels will always be on hand. The latter will be bought at wholesale and sold

without profit. The mechanics will be employed at good wages and will receive no graft or remuneration beyond their wages. Any member may bring in his car for oil, gasoline or repairs at any time without any charge beyond his membership fee, which will maintain the institution. Enough local motorists have signified their intention of joining the association to insure its success. The plan had its inception in the minds of J. J. Houska and E. F. Masl, both prominent Cleveland motorists.

The Kissel Kar Company, of Cleveland, has been incorporated by W. B. Davis, E. H. Putt, H. E. Gott, A. Lezius and E. E. Gott. The company will sell the Kissel line and has located at 2,344 Euclid Avenue. W. B. Davis will be general manager and H. J. Dunn will be sales manager. Both were formerly with the Chalmers Motor Company.

The Imperial Motor Car Company of Cleveland, O., has sold to the city of Cleveland, a 15-30 hp. Stearns car for the official use of Director Sundmaker, of the Board of Public Service.

The Chalmers "30," which acted as pathfinder for the last Glidden tour and also took part in the tour as a contestant, has completed a three days' run over the sand hills of northern Ohio and finished with the seals on its bonnet unbroken. The car was used by M. M. Maxwell, official starter and checker in the reliability run of the Cleveland Automobile Club, and the work it was called upon to do was unusually trying, but it came through with a perfect score.

Captain W. A. Mattery and F. J. Sharp have severed their connections with the United Airship Company and have formed a concern to be known as the Mattery-Bachelder Aeroplane Company. John Bachelder, a wealthy Cleveland, is backing the new company, which is the owner of several basic patents issued to Sharp.

Dayton

Accompanied by Nate Heidleberg's Band, the employees of the Stoddard-Dayton automobile factory enjoyed an outing at Cedar Point, Ohio, on Saturday, July 30. More than 1,500 employees, with their wives and families, left in three special trains to the lakes for the day's

outing, and they thoroughly enjoyed the program of entertainment, which had been planned by the company officers.

A corporation for the manufacture of automobile brewery trucks is one of the new industries that will start up in Dayton in the near future. The company is being promoted by Ellsworth E. Coate, of this city, who for many years has been connected with the Borderwich Garage Company. It is the intention to form a half million dollar company with purely local capital, and Mr. Coate has interested some of the leading financiers of the city in the project. With such men as Louis Wehner, of the Dayton Breweries Company; Charles J. Olt and Fred Olt, of the Olt Brewing Company; O. O. Ozias, of the Computing Scale Company; Maurice Costello and J. D. Whitmore, all interested in this concern, there is hardly any question but that the new industry will meet with success. The automobile trucks will be powerful affairs, and with a body similar to the two and three-horse wagons now used.

L. E. Kaiser, traveling inspector of the Columbus Buggy Company, spent last week in Dayton inspecting the numerous Columbus electrics in this city.

M. Abel, who was referred to last week as Joseph Abel, of the Peckham Garage Company, of Dayton, is the Columbus agent for the Baker Motor Vehicle Company, and handles the Baker electrics in this territory.

INDIANA

Indianapolis

Automobile manufacturers of Indianapolis have agreed to confine the testing of their cars to the track of the Indianapolis Motor Speedway. This is a step that has been contemplated for some time, owing to the numerous accidents that have taken place on the surrounding highways. A man will be assigned at the Speedway to make a daily report of the work of each tester.

A branch tire repair shop has been established at Logansport by the Haywood Tire and Equipment Company of this city, manufacturers of the Marble-Haywood Vulcanizing Plants. E. H. Thomas has been named as manager of the new branch.

Permission has been granted the Security Trust Company, receiver of the Indiana Motor and Manufacturing Company, to manufacture 150 Continental "35's" and to borrow not to exceed \$25,000 for the purpose. Permission was also granted to sell nine completed cars.

A reorganization of the Willis-Holcomb Motor Car Company will take place when F. B. Willis retires from the company to become general manager of the Studebaker Brothers Company of Indianapolis on August 15. The Willis-Holcomb Company has the Packard agency.



NEW YORK TRADESMEN ENJOYING CLAMBAKE AT CORNISH INN—ALL WELL FED AND HAPPY.

The Cadillac Automobile Company of Indiana has taken over the Cadillac agency for the State, which has been held for some years by the Peck Motor Car Company, and has established quarters at 504 North Capitol Avenue. The Peck Motor Car Company has become the Indiana distributor for the Great Western.

Homer C. George has become associated with the contest department of the Nordyke and Marmon Company, and will remain with the Marmon racing team during the remainder of the season.

The federal court has issued a temporary injunction in the case brought by the Prest-O-Lite Company and the Commercial Acetylene Stuart, alleging infringement of patents. Under the temporary injunction, Stuart is restrained from filling Prest-O-Lite tanks.

Elkhart

A new automobile parts company has been organized in Elkhart, Ind., Fred Helser, formerly with the Black-Crow Motor Car Company, and his father, Jesse Helser, of Warsaw, have entered into a partnership to be known as the Helser Sheet Metal Speciality Company, and have opened an establishment at 123 North Main Street, Elkhart. The output of the firm will be all sheet metal parts for automobiles, including fenders, tanks and fixtures.

Mishawaka

The Simplex Motor Car Company, of Mishawaka, has put out a new roadster, model H 1911. The machine is being tested by E. J. Gulack, inventor of the Simplex engine. It is asserted the car will be capable of doing 100 miles an hour on good roads, the engine having developed 90 hp. The car looks very much like a racing machine. The entire output of these cars for this season and 1911 has been contracted for.

South Bend

Charles M. Culp, of South Bend, Ind., has been granted a patent on an emergency tire for automobiles. The tire is made in six parts, which may be carried under the seat of the machine and can be easily and quickly attached to any automobile wheel, the inventor claims.

PENNSYLVANIA

Philadelphia

Clarence Cranmer, a former newspaper man of this city, has become connected with the White Company as assistant to Evans Church, the local branch manager.

An addition to the sales force of J. L. Gibney & Brother, one of the leading supply houses in the city, is C. C. T. White, who has left the Packard branch, where he had charge of the accessory department, to look after the growing Gibney interests.

Following the establishment of a taxicab service at the New York store of John Wanamaker, a similar service has been inaugurated at the local store. An arrangement has been made whereby Bergdoll taxicabs may be ordered for journeys either to or from Wanamaker's and a coupon obtained from the attendant entitles the holder to a discount of 20 per cent. from the regular registered fare.

J. I. Handley, of Dallas, Texas, distributor of the Maxwell line for the Southwestern part of the United States, was a visitor last week at the headquarters of William F. Smith, head of the Maxwell-Briscoe sales force of the Eastern part of the United States.

York

W. F. Grove, one of the proprietors of the York Garage & Supply Company, has returned from a business trip to Detroit and Chicago. In the former city he established agencies for the local garage for the Hudson and Regal-Detroit cars.

The Southern Pennsylvania Auto Company, of this city, made the largest sale of Buick cars last week of any time in its history.

Reading

Automobile dealers in Reading, Pa., are more than satisfied with the business they have done in the year just closing, and are making plans for a far busier time next year. Several different makes of the 1911 models have been received and the agents are giving demonstrations daily and report having made a number

from their agents in the field and their managers say the orders in hand will keep the plants of sales. Local factories report a big demand running at full time through the fall and winter.

During the summer several modern buildings have been erected in Reading for the use of the automobile trade. These structures contain pleasant and convenient garages, are fitted with salesrooms and also provide accommodations for the business departments of the firms located in them. Reading department stores and many other local firms during the year have installed automobile vehicles to make their deliveries with, and it is said that those which have hesitated so far will follow suit before the end of the present season.

NEW JERSEY

Trenton

The second annual convention of the branch managers of the Ajax-Grieb Company, held at the factories, Trenton, N. J., from July 27 to 29, inclusive, was a noteworthy success in every particular. The Ajax Company accomplishes much good in gathering together from all parts of the country these prominent men in its selling force and giving them an opportunity to see what is actually being done at the factory and to exchange ideas for the common good.

A set program of subjects sent out to the different managers long enough in advance to allow mature deliberation on their part, was taken up at each day's session. Every phase of the business was given attention and suggestions meeting favor with the majority will find their way into the sales policy of the company for next year.

Reports from every quarter indicate a steady growth in the demand for Ajax products and increased respect for and belief in the sincerity of the guarantee of 5,000 or 200 days' service, which accompanies every tire sold. In attendance at the convention were:

William G. Grieb, president, in the chair; L. P. Destribats, vice-president; Harry Grieb, treasurer; H. W. Stimpson, assistant secretary-treasurer; R. S. Ireland, sales manager; Horace De Lisser, director and former president; F. S. Cutsler, New York branch manager; A. H. McIntyre, Boston; Joseph Keir, Philadelphia; H. M. DeSilva, Chicago; C. R. Van

Auken, Detroit; F. S. Pierce, Denver; J. H. Huziker, Minneapolis; Charles Stern, Atlanta; E. Storms, Jr., Joseph Neville, Charles Towne, salesmen, New York, and W. J. Jackson, auditor and cashier.

Newark

W. H. Ellis, of the Ellis Motor Car Company, has returned from a visit to the Pierce-Arrow factory at Buffalo. He found the additions to the factory building nearly completed and 3,500 men engaged in turning out 1911 cars. Since July 6, the Ellis Company has delivered nine 1911 60 hp. Pierce-Arrows, and several more were received at the local salesroom this week for delivery to purchasers upon their return from Europe.

The increased use of power delivery wagons and trucks throughout the city is becoming more noticeable every day. The Essex County Overland Company reports a good business in Overland delivery wagons, and expects to make this one of the important branches of its business for next season.

F. A. Champlin has taken the agency for the Gramm line of commercial vehicles. He has opened temporary offices at 22 Clinton Street, and during the first day of business secured orders for two of the trucks.

KENTUCKY

Louisville

The Ruby Carriage Company, agents for the Mitchell and Firestone-Columbus, received two carloads of the former last week, and deliveries are now being made.

The Broadway Auto Company, which recently secured the local agency for the Pierce-Arrow, has made plans for the construction of an enameled brick and reinforced concrete garage on Broadway between Preston and Jackson Streets. It will cost \$15,000. The company will maintain its present quarters as well as the new ones.

Announcement has been made by the Olds Motor Works branch in Louisville that it will make an exhibit at the Appalachian Exposition to be held this fall in Knoxville, Tenn., of the 1911 models of the Olds. A large space has

been contracted for by Factory Representative A. S. Watson. It is also announced that the factory will give the Louisville branch control of practically the whole South, so that the distribution of Oldsmobiles and Oaklands will be made from Louisville in Southern Illinois, Southern Indiana, Kentucky, Tennessee, Alabama, Mississippi, Florida, Louisiana and the Carolinas.

The Radcliffe Motor Car Company, agents for the Stevens-Duryea, has completed remodeling its building on Third Avenue near Brackenridge, and has received its new models and demonstrators.

MISCELLANEOUS

The Valve Seating Tool Company has been incorporated at Southport, Conn., and will manufacture a line of portable electric, drill press and hand valve seating tools. It will also make a combination tool which will rotate and oscillate so that it may be used for valve seating and drilling, grinding and polishing. As a special equipment this tool will have a flexible shaft so that it may be used in otherwise inaccessible places.

Allen & Lewis, a large wholesale grocery house at Portland, Ore., has purchased four Maxwell cars for the use of its traveling salesmen, who cover Oregon and the adjoining territory. The company was led to make the investment in the belief that it would make it independent of livery hire and the use of the railroads.

James T. Weart, O. S. Kedzie and W. H. Seifert, of Portland, have filed articles of incorporation for the Automobile Dealers Purchasing League. The new organization will build garages and buy and sell automobile accessories and cars. Capitalization \$25,000. Work will be started immediately on the new plant.

The Metropolitan Motor Car Company, of Seattle, was last week made the Oregon and Washington agency for the Alco car. C. S. Cummings, manager of the Metropolitan Motor Car Company, will have the agency for the entire line, including taxicabs, touring and racing cars.

For the first time in the history of the automobile trade in the Northwest, an automobile agent has been sent through Alaska to demonstrate to Alaskans and to the world at large that an automobile can be operated successfully and economically in what is supposed to be the frozen North. This agent, W. W. Bent, of Seattle, was sent to Alaska on the initiative of George W. Miller, of the Northwest factory branch of the Winton Motor Carriage Company. At Skagway, Alaska, Mr. Bent made his first sale—a Winton 1911—arriving there June 20. From there he will journey to Dawson and from there to Nome, where he expects to make many sales on account of being the first to enter the Alaskan field.

Suit has been brought against the Northern Manufacturing Company and the Auto Motor Equipment Company of Los Angeles, Cal., by Charles H. Twitchell, inventor of the Twitchell air gauge, who claims damages for infringements of his patents which he alleges the defendants are guilty of. He also demands, in the papers filed with the court, an accounting of any sales made by either firm. Twitchell is contemplating beginning a series of actions against several other firms which he claims are infringing on his patent rights.

The Simms Magneto Company, Inc., has purchased a factory site at Bloomfield, N. J., on the Lackawanna Railroad and ground will be broken next week for a two-story concrete building. This will be equipped with the most modern machinery. It is planned to have the plant in operation by February 1, 1911, when from 1,200 to 1,500 men will be given employment.

George W. Hanson, manager of the E-M-F. Company, gave all the employees a big banquet at the Transportation Club of Atlanta, Ga., Saturday night at the conclusion of the automobile races in honor of the victories of the Flanders and E-M-F. cars.

To attempt to win leadership in business to-day without advertising, is like drilling against granite with a point of putty.

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Berlin's Pavement Experiment

Consul-General A. M. Thackara, of Berlin, Germany, furnishes the following information concerning recent experiments in street and highway pavements:

The best pavement for automobile traffic in cities is said to be the impregnated wood-block pavement, because it does not wear out automobile tires so quickly, is much freer from dust, and much more susceptible to the influence of dust-binding and dust-setting agents, which are also more permanent in the case of wood-block pavement. This class of pavement is, however, used only in the approaches to bridges and on the bridges themselves, to lessen the jar and give better footing to horses. Asphalt is still considered the best all-around pavement for heavy traffic. Some of the more prominent country highways are constructed of a layer of heavier stones, on top of which there is placed a mosaic layer of small stones of about 3-inch cubic dimensions, which are set into a layer of sand placed upon the larger stones. One advantage of this highway is that it is not so dusty and is much more easily kept clean.

Various experiments have been made in different parts of Germany with the tarring of roads to prevent dust and to keep the road in better condition. An experimental contest between four prominent German companies was held last August on the prominent Havel Chaussee to the southwest of Berlin, which is being watched and studied in expert and official circles here. The heated tar was spread on the Chaussee by means of machines and also by laborers, and then covered with a thin layer of sand. The laborers were protectively clothed for this work. No official decision or opinion has as yet been given as to which system is the best, and the parts of the Chaussee tarred by the different companies are still marked off and open to inspection.

In binding the dust on the street pavements, experiments have been made in various parts of Berlin with a particular preparation, and according to official report a sprinkling with a 1-to-100 solution of this preparation and water, by means of ordinary street sprinklers, successfully kept the dust bound, even in the streets with the largest traffic, for four to five weeks. The cost per square meter (1.196 yards) for six oil-solution sprinklings a year was less than one-seventh of the average annual cost for sprinkling with water alone.

MICHELIN



**Protect Car
and
Passengers**



ANTI-SKIDS

CARHARTT CARS

Completely Equipped

\$2250

General Offices and Salesroom

HOTEL PLAZA

NEW YORK

MERCER

Touring Car
Each \$2150

Toy Tonneau

**1911 Model New
Being Shipped
Speedster**



Style, Luxury, Quality, Strength, Speed
Made Right and Stays Right.

Let us hear from you

Mercer Automobile Co. Box 126, Trenton, N. J.

Steering Gears Control Levers Radiators

PROMPT DELIVERY

CENTAUR MOTOR CO.

510 Majestic Building, Detroit

MONOGRAM OIL

Is Never Blamed For Engine Troubles

IT IS one of the oldest lubricating oils on the market and has kept pace in quality with the strides of improvement in the modern motor car.

IT CONTAINS the least possible percentage of carbon and is not mixed or blended.

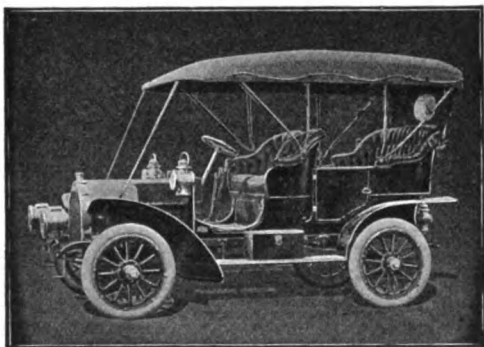
FOR TOURIST, racer, commercial truck or any motor-driven vehicle it is absolutely The Best.

COLUMBIA LUBRICANTS CO. OF N. Y.
116 Broad Street New York City

For Sale by First-Class Dealers

Springfield Metal Body Co.

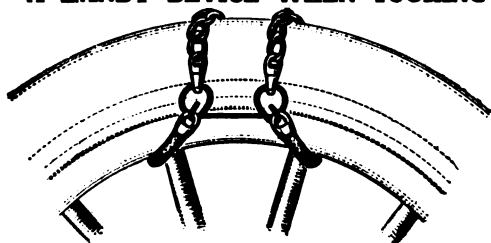
SPRINGFIELD, MASS.



ALUMINUM LIMOUSINE AND LANDAULET BODIES

We are ready to contract for touring
and runabout bodies

A HANDY DEVICE WHEN TOURING



RUFF EMERGENCY SPRING TENSION TIRE GRIPS

EASY, QUICK AND SIMPLE ADJUSTMENT
Yielding spring connections and swivel end cross chains. Do not cut, rip or tear the tires. Ask for further information and prices.

RUFF SPRING TIRE CHAIN CO., 74 Cortland Street, New York City

Automobile Calendar

August 1-15.—Circuit of Ardennes, Royal A. C. of Belgium.

August 1-September 15.—Industrial Vehicle Competition, under the auspices of the A. C. of France.

August 3 to 13.—Aviation Meeting, under the joint auspices of the city of Boston and the Harvard Aeronautical Society at Soldiers' Field, Cambridge.

August 6.—North Wildwood (N. J.) Automobile Club's Beach Race Meet on Ocean Drive.

August 6.—Six Hour Endurance Run on Point Breeze Track, Philadelphia, Pa., under auspices of the Quaker City Motor Club.

August 10 to 19.—Dates selected for the proposed Aviation Meeting at Asbury Park, N. J.

August 12.—Indiana Balloon Race, under the auspices of the Aero Club of Indiana, to be held at Indianapolis.

August 12, 13.—Motor Vehicle Reliability Run, under the auspices of the North American, Philadelphia, Pa.

August 13.—Hill Climb, under the auspices of the Stamford, Conn., Automobile Club.

August 15.—Start of the Munsey Tour from Philadelphia, with Washington D. C., as the final day's destination.

August 15, 16 and 17.—Elimination Races at Larchmont, N. Y., for the power boats to defend the Harmsworth trophy in the international race at Larchmont on August 20.

August 19-20.—Second 24-Hour Race of the season at the Brighton Beach Track, under the auspices of the Motor Racing Association.

August 20.—Track Meet at Columbus, O., under the auspices of the Columbus Automobile Club.

August 20.—International Motor Boat Race for the Harmsworth Trophy over a course off Larchmont, N. Y.

August 21.—Mont Ventoux Hill Climb, Vonclusen A. C.

August 23.—Track Meet, under the management of Cheyenne, Wyo., Motor Club.

August 31 to September 8.—Nine-day Reliability Run, under the auspices of the Automobile Club of Kansas City, Mo.

September 2, 3, 5.—Three-Days' Automobile Race Meeting at Indianapolis Motor Speedway.

September 3-6.—Liedekerke Cup, Ostend Cup and Voiturettes Race, under the auspices of the Royal A. C. of Belgium.

September 5.—North Wildwood (N. J.) Automobile Club's Beach Race Meet on Ocean Drive.

Please Mention AUTOMOBILE TOPICS When Writing.

September 5, 10.—Automobile Races at the State Fair at Minneapolis, Minn.

September 7, 8, 9 and 10.—Reliability Run, under the auspices of the Automobile Club of Buffalo, N. Y.

September 9 and 10.—Track Meet at Providence, R. I., under the auspices of the Rhode Island Automobile Club.

September 10.—The race over San Francisco Park roads and boulevards, under the auspices of the Automobile Club of California.

September 10, 11 and 12.—Reliability Run, from New York to the Catskill Mountains, where a hill climb will be held on the 12th, under the auspices of the Motor Contest Association.

September 12 to October 12.—Automobile Races held in connection with the Appalachian Exposition at Knoxville, Tenn.

September 15.—Hill Climb at Oklahoma City, Okla., under the management of the Oklahoma Automobile Club.

September 15-22.—Road Races to be held at Lowell, Mass., under the auspices of the Lowell Automobile Club.

September 17.—American National Championship Balloon Race, to be held in Indianapolis, Ind.

September 17.—Power Boat Race through Whirlpool Rapids, Niagara Falls, N. Y., for purse of \$1,000 and a gold cup.

September 17.—Track Meet, under the joint auspices of the Automobile Club of Syracuse, N. Y., Syracuse Automobile Dealers' Association and the New York State Fair Association.

September 17.—Track Meet, held under the auspices of the Norristown, N. J., Automobile Club.

September 18.—Semmering Hill Climb, A. C. of Austria.

September 21, 22, 23.—Three-day Reliability Run, under the auspices of the Louisville, (Ky.) Automobile Club.

September 24.—Annual Santa Monica Road Race, under the auspices of the Licensed Motor Car Dealers' Association, of Los Angeles, Cal.

October—Reliability Run, under the auspices of the Chicago Motor Club.

October—Reliability Run, under the auspices of the Worcester (Mass.) Auto Club.

October 1.—Sixth Annual Vanderbilt Cup Road Race to be held on the Long Island Motor Parkway and the surrounding roads. Under the auspices of the Motor Cups Holding Company.

October 1.—Track meet at the Illinois State Board State Fair at Springfield, Ill.

October 2.—Gaillon Hill Climb, promoted by L'Auto.

October 6, 7 and 8.—Automobile Races at the Orange County Carnival at Santa Ana, Cal.

October 7, 8.—Race Meet at the Indianapolis Motor Speedway, Indianapolis, Ind.

Mica Type, Magneto Type for the Asking

ACCEPT NO SUBSTITUTE



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A.R. Mosler 163W29th St. New York N.Y.

Owners of Cantfield Patent

You Want a Bosch Magneto

You are tired of trying to run your car without a magneto or with an inefficient one. You know you should have a Bosch.

Now, our new garage plan enables us to put a Bosch Magneto on your car at cost, plus a nominal installation fee, and back it with the usual Bosch Guarantee.

Our prices will please you.

For further information write, phone or call on the Sales Manager.

Bosch Magneto Company

223-225 W. 46th St. New York City

'Phone, 4980 Bryant

STERLING
ENGRAVING CO.

200-204 WILLIAM ST.-NEW YORK
TELEPHONE 2900 BEEKMAN

PHOTO ENGRAVINGS
OF EVERY DESCRIPTION
IN ONE OR MORE COLORS.

Complete Catalogues Designed
THE LARGEST AND BEST EQUIPPED
ART DEPARTMENT IN THE CITY.

The Inter-State "40" \$1750

The Maximum in Speed, Comfort, Reliability and Value. 4-Cylinder, 40 H. P., 112-inch Wheelbase, 34x4-in. Tires, U. & H. Imported Magneto, Double Ignition System, Multiple Disc Clutch of 63 Tempered Saw Steel Discs, Three-quarter Elliptic Rear Springs and many other features found only in the higher priced cars.

Our proposition is interesting to all dealers. Compare our specifications with any high priced car.
Inter-State Automobile Co., Muncie, Ind.

**Everything about the Locomobile in
the "Locomobile Book"**
Mailed on request to any address

The Locomobile Co., Bridgeport, Conn.

6-60 MOTOR CARS 6-40

PALMER & SINGER

1911 Models Ready in August

4-50 1620 Broadway, New York City 4-30

THE THOMAS FLYER

Champion Stock Car of the World

Send 10 cents in stamps to cover cost of mailing, and we will send you a beautifully illustrated book on the New York-Paris Race.

E. R. THOMAS MOTOR COMPANY
MEMBER A.L.A.M. BUFFALO, NEW YORK



**"LOOK FOR THE TRIANGLE
ON THE RADIATOR"**

Hudson features and Hudson refinements are a revelation in a five-passenger touring car at \$1150. Several thousand of the famous Hudson roadsters are now in daily use.

Hudson Motor Car Co., Detroit, Mich.
Licensed under Selden Patent

THE UTMOST FOR \$1500

☑ No motor car at anywhere near the price can compete with the Chalmers "30" at \$1500.

☑ We also make the Chalmers-Detroit "Forty" (formerly the Thomas-Detroit Forty) for \$2750.

☑ Write for catalog.

CHALMERS MOTOR CO., Detroit, Mich.
(Members A. L. A. M.)

QUIET YOUR GEARS With Dixon's No. 688

This is a heavy, graphited, wood-fibre grease that will quiet your gears and save wear. Write our Motor Department for further information.

JOSEPH DIXON CRUCIBLE COMPANY, Jersey City, N. J.

HAVE YOU EVER USED "VASCO GRINDINE" COMPOUND FOR GRINDING VALVES? GIVE IT A TRIAL

1 Tube Coarse and 1 Tube Fine, in Cartons, 25c. and 50c.

Send for Catalog

VICTOR AUTO SUPPLY MFG. CO., 39 W. 43d St., New York

October 7 to 11.—Virginia Reliability Run, under the auspices of the Washington (D. C.) Post.

October 8.—Date selected for the start of the Chicago-New York Aeroplane Race, under the joint auspices of the New York Times and the Chicago Evening Post, for a \$25,000 prize.

October 8.—Third Annual Fairmount Park Race, under the auspices of the Quaker City Motor Club, Philadelphia.

October 8 to 13.—The St. Louis National Aero Show, to be held in the Coliseum Building, under the auspices of the Aero Club of St. Louis.

October 15.—Race for the Grand Prize of the Automobile Club of America to be held over the Long Island Motor Parkway and adjoining country roads.

October 15 to 23.—The International Aviation Meeting to be held under the direction of the Aero Club of America at a field in the vicinity of Garden City, L. I.

October 17.—Start of the 1910 International Balloon Race from St. Louis, Mo.

October 20, 21, 22.—The Fall Meet of the Atlanta Automobile Association at the two-mile motor-drome at Atlanta, Ga.

October 23.—The Portola Road Race in San Francisco, Cal.

November 5 and 6.—Track Meet, under the auspices of the New Orleans (La.) Automobile Club.

November 5, 7.—Los Angeles-Phoenix Road Race.

November 10, 12 and 13.—Track meet at San Antonio, Tex., under the auspices of the San Antonio Automobile Club.

November 24.—Mile High Hill Climb at Redlands, Cal., under the auspices of the Mile High Hill Climb Association.

November 24.—Road Race, under the auspices of the Savannah (Ga.) Automobile Club, over roads in the vicinity of Savannah.

November 24, 25 and 26.—Race Meet at the Los Angeles, Cal., motordrome.

December 1 to 8.—First Annual Aeronautical Exhibition under the auspices of the Aero Club of Illinois. To be held in the Chicago Coliseum.

December 3-18.—Twelfth International Salon of the Automobile, the Cycle and the Sports, under the auspices of the A. C. of France.

February 27 to March 4, 1911.—Fifth Annual Automobile Chow, under the auspices of the Kansas City (Mo.) Automobile Dealers' Association.

March 4 to 11, 1911.—Boston Automobile Dealers' Association's Annual Show in Mechanic's Hall.

S. P. O. Raceabouts

The Ideal Gentleman's Roadster

S. P. O. AUTOMOBILE CO., 1595 Broadway, N. Y.

Kelly-Springfield Auto Tires

Made by the Makers of the famous Kelly-Springfield solid tire



The "perfect score" car. The car of a thousand excellencies. In design, build and exclusive features without a serious rival

COLUMBIA MOTOR CAR COMPANY
Offices and Works, Hartford, Conn.

CLASSIFIED ADVERTISEMENTS

Rates for advertisements in this department, 20 cents per line, per insertion. Each line contains about eight words. Please send remittance with order.

FOR SALE

FOR SALE.—18 H. P. Mercedes; three-quarters Landulet; fully equipped; 1905. Address Box 101, Automobile Topics.

WE ARE closing out line of Divided Wind Shields, made to wholesale from \$23 to \$30, will sell at from \$7 to \$15. The Limousine-Carriage Mfg. Co., 3515 Michigan Avenue, Chicago, Ill.

WANTED.—A Stearns 15-30 or 30-60 Demi-Tonneau in exchange for my Buick "30" Roadster, four bucket seats, which is in first-class condition and fully equipped. Will add cash. Please give particulars as to model, year, equipment, condition and price. Homer A. Jones, 36 East 23rd Street, New York.

FOR SALE.—\$1,750.00 Buick Roadster "30," four bucket seats, top, wind shield, Warner speedometer, robe rail, black lamps and generator, tire holders, extra shoes and tubes. Fine condition. Best offer in next ten days takes the car. Homer A. Jones, 36 East 23rd Street, New York.

FOR SALE.—A bargain, one 1909 Reo touring car, fully equipped and in A-1 condition. Cost the owner \$1,100.00. To move quickly for cash, \$650.00. Cullen-Butler Auto Co., Memphis, Tenn.

WANTED

CHAUFFEUR wishes position with private family, or in garage; can do repairing; best references. E. H. Gaines, Christians, Va.

HOTCHKISS

AUTOMOBILES

20 West 60th Street, New York
CHARACTER---DISTINCTION---DURABILITY.

HAYNES

The only car of ESTABLISHED REPUTATION
Selling at a Moderate Price.

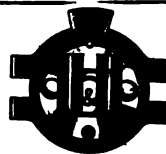
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**SAY! IT'S GREAT!
GET ONE!**

GYREX MFG. CO. INC., 1777 Broadway, N. Y.



**The
Master
Magneto!**

J. S. BRETZ COMPANY, Sole Importers

Times Building, NEW YORK

MERCHANT & EVANS CO. PHILADELPHIA, PA.

New York, Chicago, Baltimore, Kansas City

"STAR" TIRE AND TOOL CASE

(PATENTED)

Made in 34 in. and 36 in. sizes, 6 in., 8 in. and 10 in. deep, carrying two shoes and inner tubes and all tools. Quiet; dust, water, fool and thief proof. Black Japan or prime coat finish. Price, \$25 f. o. b. Philadelphia, crated. Discount to trade For Sale by All Dealers and Garages.



**Quick Detachable Tires
Now Ready for Delivery**

CONTINENTAL CAOUTCHOUC CO.,

1788-1790 Broadway, New York

The Knobs will stop Your Skidding
MORGAN & WRIGHT NOBBY TREAD TIRES
Throw your Chains Away

Please Mention AUTOMOBILE TOPICS When Writing.

Automobile Owners or Dealers

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Automobile Topics

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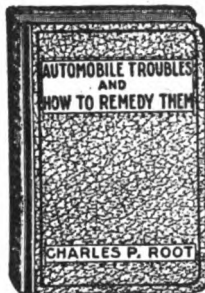
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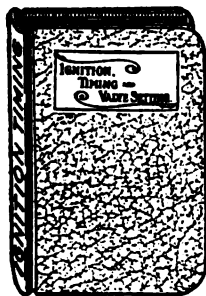
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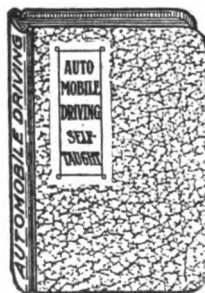
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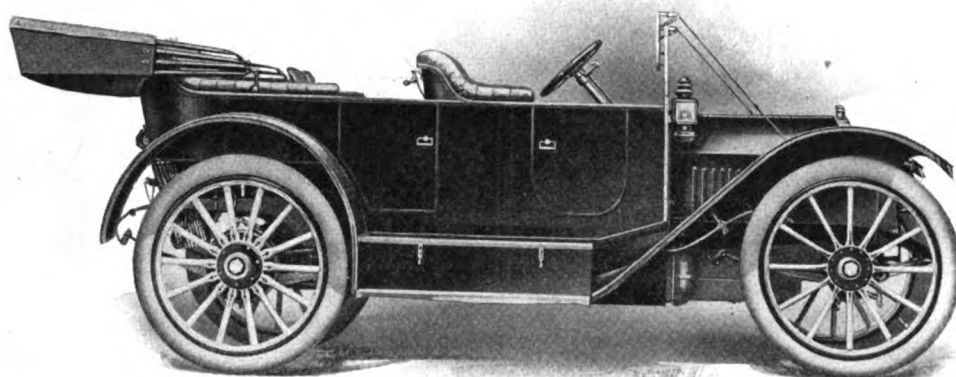


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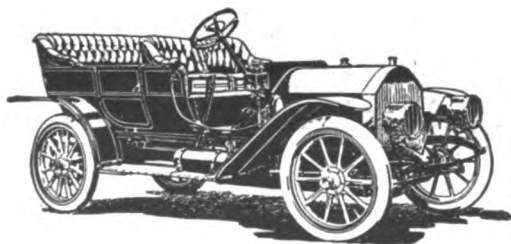
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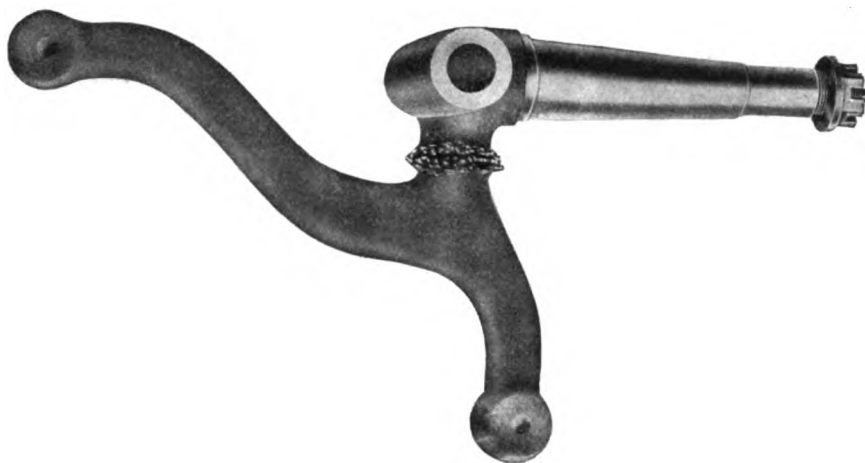
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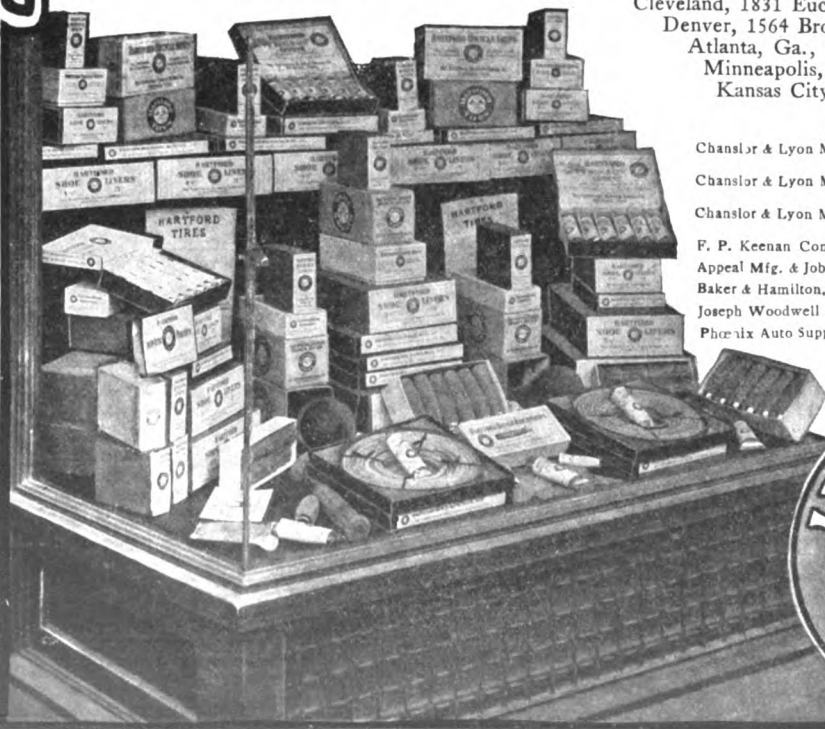
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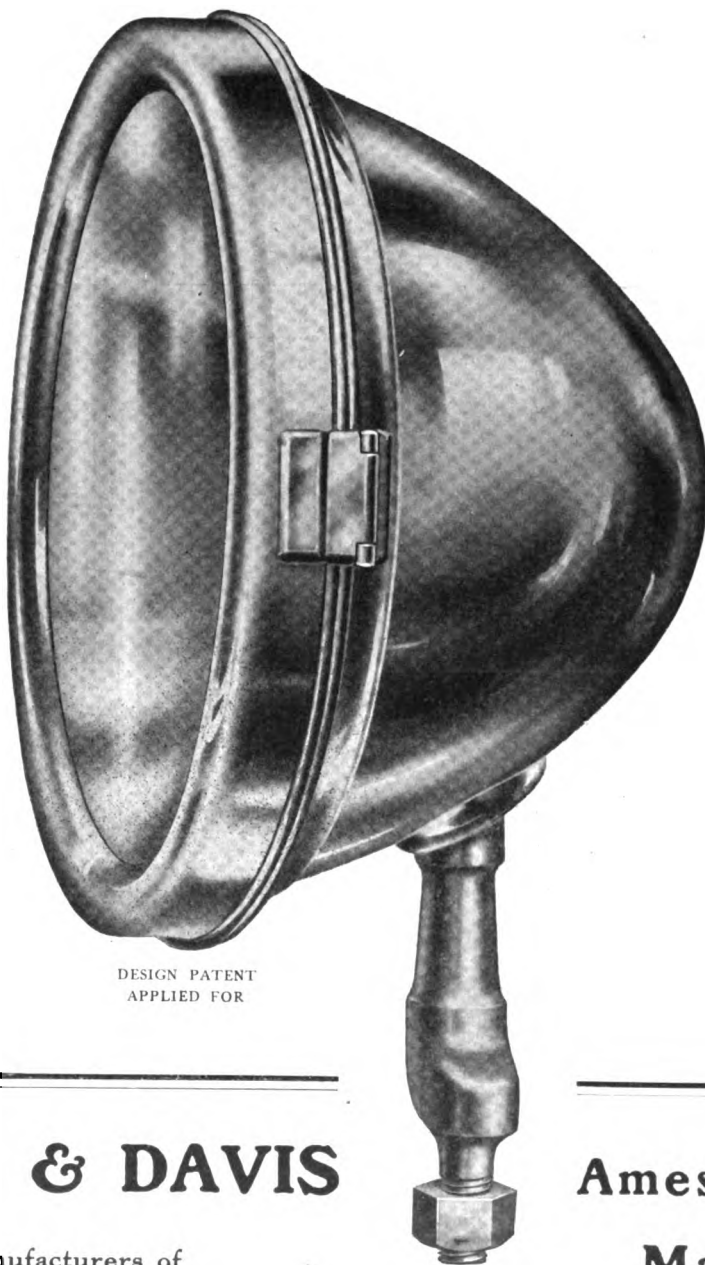
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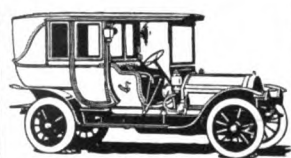
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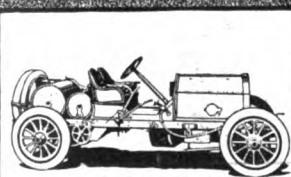
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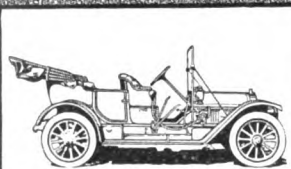
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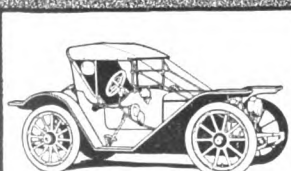
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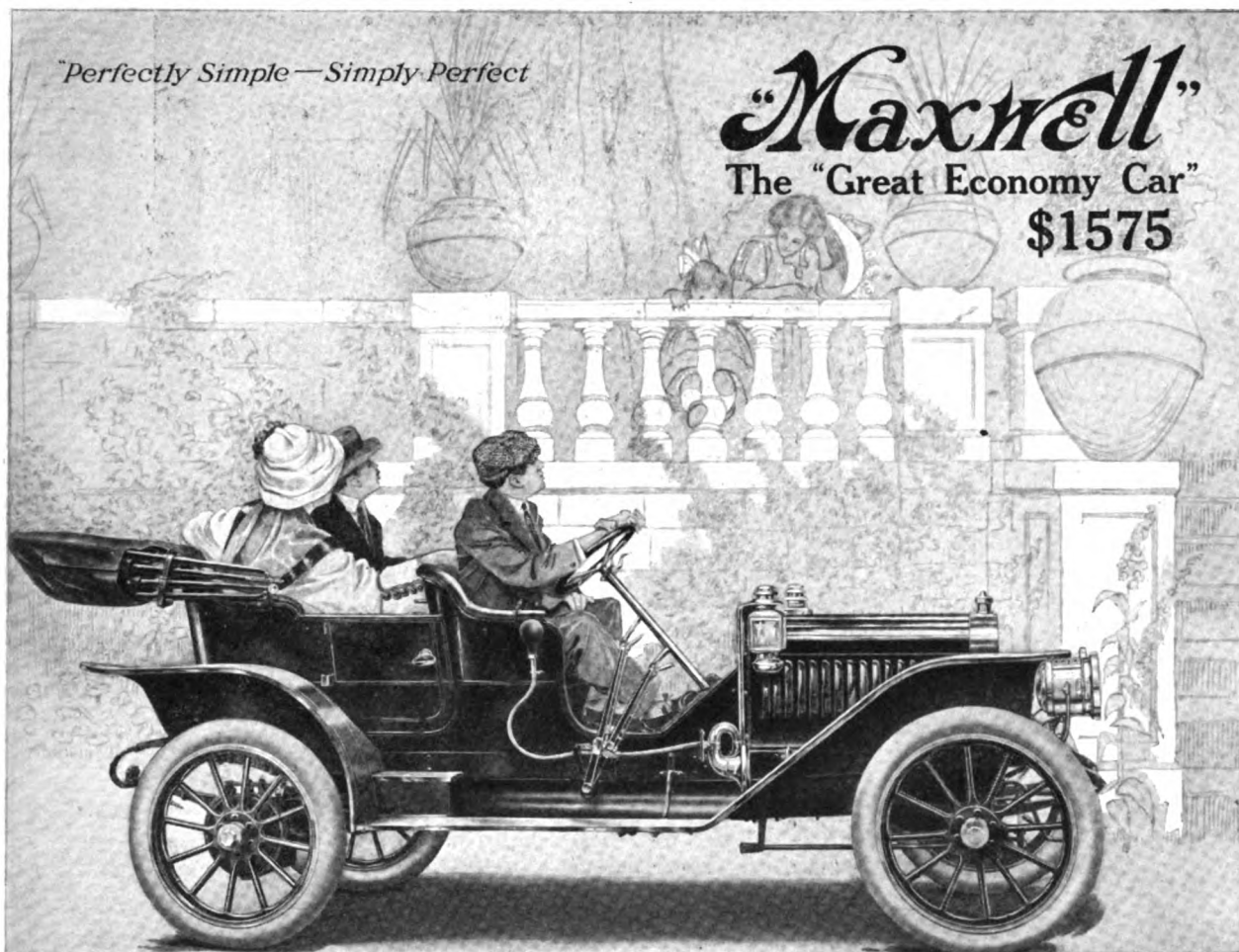
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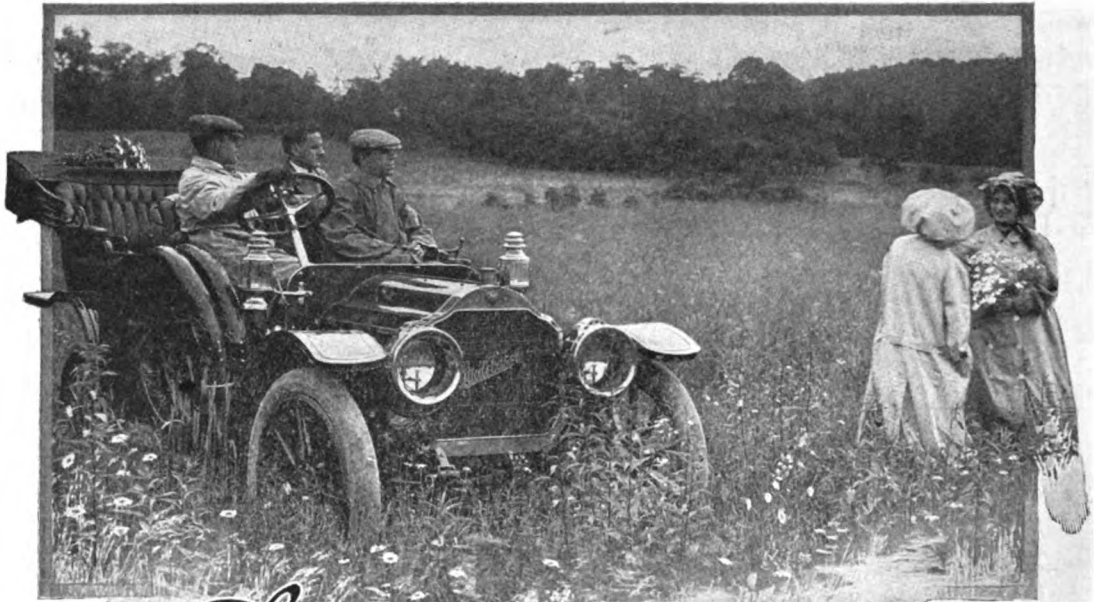
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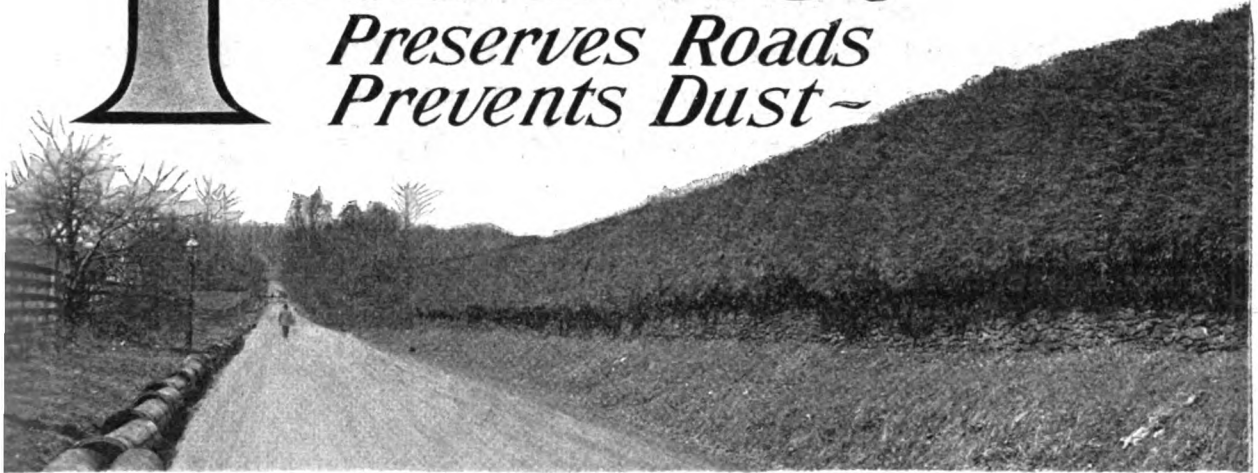
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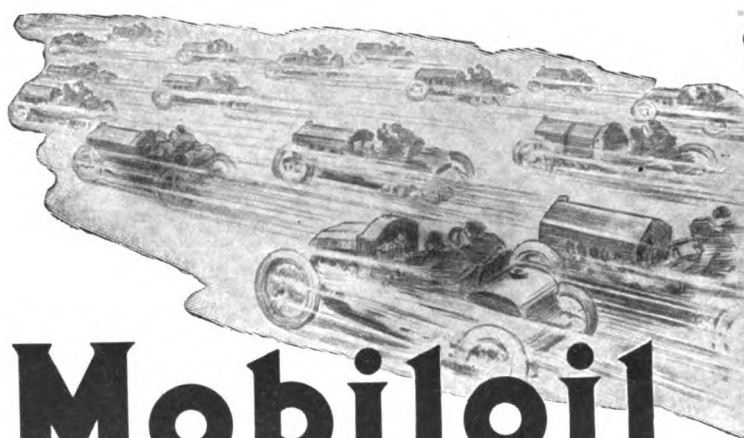
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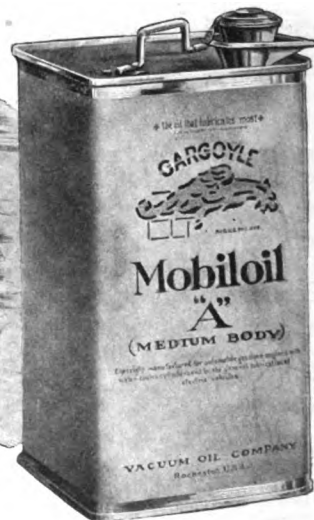
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Automobile Topics

Illustrated

Vol. XX.

NEW YORK, AUGUST 13, 1910.

No. 19.

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AT THE FAMOUS OLD POINT BREEZE TRACK, PHILADELPHIA—WATCHING THE RACES ON AUG. 6.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS

Published by AUTOMOBILE TOPICS (Incorp.)

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TOPICS

STATE SENATOR
FRELINGHUYSEN OF

New Jersey is no

novice at the political game, and in his "declaration of principles," published in full on another page, he makes a bid for the support of those who will be called upon to vote for or against him at the forthcoming election for Governor. After placing himself on record as being in favor of everything that is right and proper, he turns his attention to the matter of automobile legislation. With a boldness that has its basis in the knowledge that non-residents have no vote in New Jersey, the author of the Frelinghuysen law says that not only does he approve of the present system of taxing motorists for other States who are compelled to cross New Jersey's borders, but he is opposed to any future change. He believes that everyone who uses the roads should be compelled to pay for the privilege, non-residents as well as residents. He ignores entirely the fact that most other States permit New Jersey motorists to use their roads without

charge; and with brutal frankness he says, in effect, that it doesn't make any difference what other States do, New Jersey will continue to pursue its present selfish and dog-in-the-manger policy. It is surprising that the Senator does not carry this policy to the logical extreme. The State expends large sums of money for other purposes—the preservation of order, the protection of not only its own citizens but those of other States, and an infinite variety of other things which appertain to the conduct of a civilized community. Why does not the Senator advocate direct taxation for carrying out these purposes also?

THERE IS ONE NOTEWORTHY FEATURE brought out by Senator Frelinghuysen's statement; no pretense is made that the present system of registration and licensing is a police measure. That was the original contention made years ago. It was held that motorists must be registered in order that they might be identified in case they misbehaved themselves or were concerned in accidents. This theory is one that

has been losing ground steadily as registration and licensing fees have gone up. Today there is little concealment of the fact that the registration fee is a tax. Once this is firmly established as a principle a successful attack on the ground of unconstitutionality can be made.

MOST OF OUR LAWS are made by legislators who are also lawyers; or at least the lawyer-legislator has most to do with the shaping of legislation. This being so, curious people ask why so many statutes are declared unconstitutional or are found to be so ambiguous and obscure that only lawyers can interpret them. When one considers the automobile legislation in force in many States wonder is caused and the question is vainly asked what the law makers were driving at when they passed the various measures.

THAT PORTION of the new Massachusetts law relating to horns and muffler cut-outs is one of these statutes that comes readily to mind. The provision in the law is as follows:

Horns of all descriptions may be blown and mufflers may be cut out at any time when occasion used so as to make a harsh, objectionable, or unreasonable noise, and provided further that the muffler is not cut at any time so as to make an unnecessary noise.

What folly it is to expect a policeman or constable to decide when "occasion requires" the muffler to be cut out, or to determine whether, when this is done, any "unnecessary noise" is being made! Yet thousands of motorists are placed at the mercy of officials in whose hands the enforcement of this law has been placed.

ACCORDING TO THE ASSESSOR'S BOOKS, the citizens of Walla Walla, Wash., have ceased buying diamonds and are investing their money in automobiles. The figures show that there have been 143 machines purchased in that city during the last season. Now the jewelers will join the bankers.

THE CONCLUSION reached by the American delegates to the Good Roads Congress held at Brussels last week, is that a national system of road building should replace the present plan. While admitting the logic of this conclusion it is much to be feared that we shall go on in our present way for many years to come. State road building is being done in

many places, excellent results being obtained in the main; and the probability is that we shall have to be content with this big step forward for a considerable time to come. National roads are still very far in the future, no matter how unanimous we appear to be in favor of them.

IT WAS GIVEN OUT LAST WEEK that of 59 departures from a well-known White Mountain hotel on a certain day not one speeding guest used such an antiquated method of conveyance as a railroad train; they all went by automobile. It is also added that there are twice as many automobiles at the hotel in question as there were last year.

SOME PEOPLE are so "sot" in their ways that even the unexpected gift of a nice, new automobile will not "unsot" them. Frank H. Hitchcock, postmaster general of the United States, is one of these. On August 4, Postmaster Hitchcock won a nice touring car, but rather than enjoy the proceeds of a raffle, he gave the car—and this without even inspecting it—to the Working Boys' Home of Washington, D. C. It should be stated in extenuation of the rashness displayed by the head of the postal service of the United States, that he is a lover of horseflesh and that he firmly believes the time is near at hand when the equine steed will be relegated to the various museums in the country. He does not wish to have a hand in putting the noble horse in limbo. It is said that his prejudice against automobiles amounts to a hobby. What else could be expected of a foe to automobiles

"WHEN IS A FLIGHT NOT A FLIGHT?" is the question Pittsburg residents asked themselves after the promoters of the Brunot Island, Pa., aviation meet refused to issue "wind checks." The promoters had advertised a "record breaking" flight by J. C. Mars, and more than 2,000 persons paid a dollar each to see the airman fly. The wind was so high that he refused to make a flight, but did consent to skim the ground at a height of about 15 feet for 200 yards. The promoters claimed this was a fight and declined to honor "wind checks." Then a riot broke loose and for a time it seemed as if somebody was "in bad," but cooler heads prevailed and no damage was done. But the attendance at the remaining two days of the meet was far from what was expected.

WHAT POLITICIANS of the ante bellum days would have called a "rohrbach," or we of today a "boomerang," came into evidence this week in connection with the usual crop of rumors set afloat regarding the financial condition of well known concerns. It was freely asserted that one of the biggest concerns in the trade was in trouble—financially embarrassed, in fact. The story was embellished with details, some of them picturesque in the extreme. As soon as these wild tales reached the ears of the management of the concern in question a formal statement was prepared to meet the charges. They showed that the company, instead of being in bad shape as asserted, had an excess of assets over liabilities amounting to the snug sum of \$10,000,000.

SOME ONE RISES and asks solemnly "Shall we 'trade in' horses, carriages, harness, etc., in full or part payment for automobiles?" We should think that it would depend on whether the dealer is in his right mind.

FRANCE IS REPORTED to be "aeroplane mad." This madness has existed for at least a year, its coming being coincident with the famous Rheims meeting of 1909. But France is not the only country that is intensely interested in aeronautics. We in America have already had some interesting and memorable meetings, and more, of even greater importance, are to be held this fall.

REPORTS FROM ABROAD indicate that touring conditions in Switzerland are better than they have been for years. There has been far less snow than usual, and at Engelberg there has been no snow below the 250-meter level and above there only once up to July. Weather conditions in other parts of Europe, however, have not been so near the ideal as in Switzerland. Certain districts in France have had a much more than normal rainfall, although this condition has not been general throughout Europe.

WE ARE CONSTANTLY being reminded that there is nothing new under the sun. A delver into the files of old newspapers has discovered the following, which appeared in the *National Intelligencer* of June 12, 1839: "An improved carriage—a model of a carriage to be used on the common road or on a railroad with a draw-

ing power, or as a locomotive, can be seen at the City Hall. The scientific and others, owners of turnpike road stock particularly, are requested to call and view it. The carriage is calculated as a substitute for railroads. The inventor wishes to sell the joint half of the patent right to a gentleman who can advance eight or ten thousand dollars to put it in operation in various places at once." Present day conditions are somewhat different, as the millions of dollars invested in each of many companies demonstrates.

THE DRIVER OF A MOTOR VEHICLE used by a New York State fire company has refused to take the chauffeur's examination as required by the new Callan law. He claims that he is exempt from its provisions. A rather interesting question is raised by this action.

THE JAPANESE Military Commission, which has been studying the military conditions in Europe for the last few months, has contracted with the German company controlling the European rights in the Wright flying machines for several of the biplanes to be delivered to the Japanese army. Officers of the Mikado's forces will receive instruction in handling the flying machines at the German company's plant. When will our people wake up and get really busy.

THE NEW NUMBERS of New York State are beginning to be seen here and there, although the old ones still greatly predominate. The fifteen days of grace allowed motorists before the new Callan law is strictly enforced have almost expired, however, and the supply of numbers is still entirely inadequate. The great majority of cars still carry the old numbers, which, of course, are attached to the rear of the car only, and it is an interesting question what will happen on Monday, August 15. Many motorists have received word from the office of the Secretary of State at Albany that the numbers can be obtained on application to the offices in this city; but when application is made for them there the reply is that they are not ready, and will not be for several days. One can see here conditions that forbode trouble. It won't be long before the police begin stopping cars that are not properly equipped, and what will happen when it is claimed that the numbers are not ready can be easily imagined.

New York's Taxicab Ordinance Causes Trouble

On August 1 the new taxicab ordinance, which had been passed by the New York Board of Aldermen so far back as June, 1909, became effective. It was provided in the measure that it should not become operative for 60 days after the appointment of the commissioner and inspectors—which was not until this summer.

But before the ordinance had been in effect five days trouble broke loose in large quantities, and the courts granted an injunction, restraining the bureau from interfering with some of the larger transportation companies handling taxicabs within the limits of New York. This deterred the bureau from reaching its full measure of usefulness, but it did not keep the inspectors from going after the smaller companies and the independent operators.

Under the old regulations the law fixed the legal fare at 50 cents for the first half mile and 20 cents for each additional quarter mile. The minimum fare was 50 cents. The new ordinance makes the rate for the first half mile 40 cents and 10 cents for each additional quarter mile. The companies which obtained the injunction claimed that the city had no right to fix the rates for them to charge, and are making their fight on that ground.

Meanwhile the inspectors, who say they care nothing for the argument on rates, are going forward testing the meters and seeing that they register correctly. Many of the clocks are fast, some running 70 and 75 cents to the mile. Others reel off the miles regardless of the ground covered. And it is these the inspectors are after. Before they finish their work every taxicab in the city will have to pass inspection and will bear the sanction of the examining inspector, both on the clock and meter, and in its interior so that its passengers can tell at a glance if the charge is a legal one.

When the inspections were started, the staff went out into the highways and byways and gathered in the taxicabs. This was all right for a day or so, and then the magnitude of the task showed itself. A garage was hired at 244 West 49th Street, and the chauffeurs were ordered to take their cars there. The car was jacked up, a timing device attached to the wheels and the motor started. If the

time on the inspector's clock and that shown on the cab's meter correspond, then a placard, in an aluminum case with a celluloid covering, is affixed to the interior of the cab, the flag on the clock is sealed and the car is allowed to resume its business.

The card in the interior of the cab bears on its face the statement that the cab has been inspected and tested, and a notice that if any fault is to be found with the charges, such complaint should be made to the bureau of taximeters, and must be accompanied by the number of the placard, which is printed in bold faced type in red ink. On the reverse of the placard is a full history of the car, its clock or meter, the name and number of the chauffeur, the name of the owner of the car, its factory number and the number under which it is registered with the State authorities. Through a rather neat contrivance, it is impossible for any other than an inspector to remove the placard without damaging the aluminum retainer.

But the procedure in case the clock or meter is found defective is a great deal different. Then the inspector takes the car over a measured course and tests it that way. If it is still found to be running up excessive charges, a red tag bearing the word "condemned" in large white letters is fixed to the face of the meter. Attached to this tag is a coupon, bearing a duplicate number. The history of the case is placed on the coupon, which is retained by the inspector, and the chauffeur is ordered to have the meter or clock repaired so that it will not over-register. He is prevented by law from operating the cab until his meter is correct.

The regulating of the meter is not left to the owner or chauffeur, however, but is done at the headquarters of the bureau by the mechanics employed by the city.

Some of the transportation companies say that if they are going to be bothered by the inspection, and having their cabs put out of commission, they will do away with the meters altogether and charge a flat hour rate for the use of their cars. Many of the independent chauffeurs throughout the city are doing so and they find, so they say, that this is more profitable to them than the meter arrangement. They also claim that they can keep within the

law a great deal better this way than with a meter, which is apt to run fast or slow.

The ordinance, in full, is as follows:

AN ORDINANCE to Amend Sections 315 and 316 and 379 of Chapter 7, Title 2, Article 3 of the Code of Ordinances of The City of New York.

Be it Ordained by the Board of Aldermen of The City of New York as follows:

Section 315. Every person driving a licensed hack, or express, shall be licensed as such driver, and every application for such license shall be indorsed, in writing, by two reputable residents of The City of New York testifying to the competence of the applicant. No owner of a licensed hack or express shall employ an unlicensed driver under a penalty of ten dollars for each and every offense.

316a. Any meter, instrument or device by which the charge for hire of a licensed hack is mechanically calculated either for distance traveled or for waiting time or both, and upon which such charge shall be indicated by means of figures, shall be deemed a taximeter. Every vehicle upon which such taximeter is affixed shall be deemed a taxicab.

316b. Each vehicle upon which a taximeter is affixed shall be licensed and the owner thereof shall pay annually such fees as are hereinafter provided:

Each special taxicab, \$10.

Each public taxicab, \$10.

Each driver of a taxicab shall pay an annual license fee of two dollars. The owner or driver of any hack upon which a taximeter is affixed and who has duly procured a license to use or drive such vehicle according to the provisions of any ordinance hereinbefore enacted, may continue to use or drive said vehicle under such license until its expiration.

316c. There shall be under the direction of the Chief of the Bureau of Licenses such inspectors as may be found necessary to carry on the work hereinafter described, who shall be appointed by the Mayor and who shall be paid such compensation as shall be fixed by law.

316d. It shall be the duty of such inspectors to test, inspect and ascertain the accuracy of each and every taximeter affixed to or about to be affixed to any vehicle offered for hire, and to measure, test and examine every wheel, tire gear, shaft and every part of the mechanism of such vehicle which may affect or control the operation of such taximeter. An inspector shall mark and number each taximeter and vehicle which is approved by him at least once every six months and as much oftener as the Chief of the Bureau of Licenses may deem necessary, with some suitable device, which device shall be recorded in the office of the Bureau of Licenses. Any person may provide and keep on his premises a suitable and proper apparatus to be approved and marked by the Chief Inspector for testing and proving the accuracy of taximeters and vehicles furnished for use by him and by which apparatus all taxi-

meters and vehicles may be tested and proved. It shall be the duty of any person using or permitting to be used any taxicab immediately after any inspection or test to effectually seal up the case containing the working parts of the taximeter and the case or cover of the gear which operates the distance recording apparatus, if it is not inclosed in the main part of the taximeter.

316e. Any person who shall use or permit to be used or who shall drive for hire any taxicab the seal of the case or cover of the taximeter or gear of which is not intact, shall, upon conviction thereof by any city magistrate, be fined for such offense a sum not exceeding ten dollars, and in default of paying any fine which is imposed may be committed to the city prison not exceeding ten days, each day of imprisonment to be taken as a liquidation of one dollar of the fine.

316f. No license shall be issued to a taxicab unless an inspector shall certify to the chief or deputy chief of the Bureau of Licenses that the taximeter of and such vehicle have been duly inspected and approved.

316g. Such inspectors shall keep a register of the name of each person owning or using a vehicle upon which a taximeter is affixed, together with a serial number, size and make of such taximeter, the description, make and necessary dimensions of such vehicle, with the date and complete record of such inspection, and such record shall be open to the inspection of the public at all reasonable times.

Each inspector shall issue a certificate of inspection of taxicabs and shall keep a record of such certificates given on a corresponding stub. The certificates and corresponding stubs shall be numbered consecutively. All registers and books shall be public records and extracts may be certified by the Chief Inspector for use as evidence.

316h. Five thousand two hundred and eighty (5,280) feet shall be deemed one mile.

316i. No owner or driver of any taxicab which seeks patrons on the streets, avenue or highways of the City of New York, or occupies space thereon by reason of a permit or license from the City of New York, shall exact any fare from a passenger greater than that set forth in the official schedule of rates hereinafter provided.

316j. The legal maximum rate provided in this ordinance and any schedule of rates promulgated by the owner of any such vehicle charging less than the legal maximum rate, shall be displayed in a conspicuous place on the inside of such vehicle.

Legal Maximum Rates

For each taxicab intended to seat two persons inside and driven by motive power, for one-half mile or any part thereof, 30 cents.

For each additional quarter mile or any part thereof, 10 cents.

For waiting time at the rate of \$1 per hour.

For each taxicab intended to seat four persons inside and driven by motive power, for one-half mile or any part thereof, 40 cents.

For each additional quarter mile or part thereof, 10 cents.

For waiting time at the rate of \$1.50 per hour.
For one piece of baggage, 20 cents.

No charge shall be made for handbags, dress-suit cases or child under five years of age by any taxicab.

316k. All rates of fare shall depend on the number of persons which each vehicle is intended to seat inside and not on the number of passengers actually carried, and no owner or driver of any taxicab shall use or permit to be used on such vehicle, any taximeter which shall calculate or indicate a rate of fare which shall depend on the number of persons actually carried, under a penalty of twenty-five dollars (\$25) for each offense.

316l. After such taximeter and vehicle have been duly marked, numbered and approved, any person who shall substitute and affix any other taximeter on such vehicle, unless he immediately notifies in writing the Bureau of Licenses, giving the serial number, size, gear and make of such substituted taximeter and shall within forty-eight (48) hours after such substitution cause such taximeter to be marked, numbered and approved for said vehicle by an inspector, and any person who shall use or permit to be used or drive any vehicle upon which such taximeter has been substituted and affixed, unless as aforesaid, and any person who shall tamper with, manipulate or operate any taximeter which has been duly marked, numbered and approved, or any part of the mechanism of such vehicle which controls or affects such taximeter so that the taximeter is defective or incorrect to the prejudice of any passenger, or who shall use or permit to be used or drive any vehicle the taximeter of or such parts of the mechanism of which have been so tampered with, manipulated or operated, or any person who shall use or permit to be used or drive any taxicab for hire not inspected, examined, marked and numbered as hereinbefore provided for, shall, upon conviction thereof by any magistrate, either upon confession of the party or competent testimony, be fined not more than fifty dollars (\$50) for each and every offense, and in default of payment of such fine may be committed to prison by such magistrate until the same shall be paid, but such imprisonment shall not exceed ten days.

316m. No person shall use or permit to be used or drive any taxicab for hire the taximeter of which shall be adjusted or installed in such manner or which shall be in such condition as to be over five per cent. (5%) defective and incorrect to the prejudice of any passenger, under a penalty of fifty dollars (\$50) for each and every offense.

316n. No taximeter affixed to a taxicab propelled by steam, electricity, gasoline, compressed air or other motive power, shall be operated from any wheel to which power is applied, under a penalty of twenty-five dollars (\$25) for each and every offense.

316o. Each figure used to indicate the fare on a taximeter shall be of such size as to be legible from the rear seat of such vehicle, and each taximeter shall be placed in a position approved by

an inspector so that its face can be easily seen by a passenger from the inside of said vehicle, and after sundown such face shall be illuminated by a suitable light.

316p. All persons shall exhibit on demand, at all reasonable times, any taximeter or vehicle to any inspector for the purpose of inspection. Any person offending against this section on conviction thereof by any City Magistrate, may be fined for each such offense a sum not to exceed ten dollars (\$10), and in default of paying any fine which is imposed, may be committed to the City Prison not exceeding ten days, each day of imprisonment to be taken as a liquidation of one dollar of the fine.

316q. If any passenger shall request an inspection of any taxicab, giving in writing a full statement of any trip made by him, upon investigation of said request the Chief or the Deputy Chief Inspector of the Bureau of Licenses may order the owner of the vehicle complained against to withdraw the same from service until inspected and tested, and the same shall be forthwith inspected and tested; if the same on being so tested shall be found 5 per cent. defective or incorrect to the prejudice of any passenger, the inspector shall order the owner to remove said incorrect taximeter. Any person who refuses to comply with or who disobeys said order or orders shall, upon conviction thereof by any City Magistrate, be fined for each such offense a sum not to exceed ten dollars (\$10), and in default of paying any fine which is imposed may be committed to the City Prison not exceeding ten (10) days, each day of imprisonment to be taken as a liquidation of one dollar of the fine.

Sec. 379. Except as hereinbefore otherwise provided, no person shall violate any of the regulations of this ordinance under a penalty of ten dollars for each offense. No such violation shall be continued under a penalty of ten dollars, for each day so continued. Any person engaging in or carrying on any business herein regulated without a license therefor, or any person violating any of the regulations of this ordinance, upon conviction thereof by any Magistrate, either upon confession of the party or competent testimony, may be fined not more than ten dollars for each offense, and in default of payment of such fine may be committed to prison by such Magistrate until the same be paid; but such imprisonment shall not exceed ten days.

Sec. 2. The provisions of this ordinance shall take effect sixty (60) days after the appointment of the inspectors, as provided in Article C.

Sec. 3. All ordinances or parts or ordinances inconsistent with this ordinance are hereby repealed.

Adopted by the Board of Aldermen, June 15, 1909.

Approved by the Mayor, June 29, 1909.

The Brightwater's Association regatta will be held at Bayshore, L. I., today, August 13. Five power boats, capable of exceeding a speed of 20 miles an hour have been entered.

Frelinghuysen Launches His Boom

The gubernatorial boom of State Senator Joseph S. Frelinghuysen, of New Jersey, was formally launched at Somerville, the county seat of his home county, on Monday night, August 8. A letter addressed to the Somerset County Republican Executive Committee, bearing the date mentioned, was made public, and is here reproduced in full:

Gentlemen: Your committee informs me that I am your choice for the Republican nomination for Governor. I am very grateful for your trust and confidence, and in compliance with my promise, will briefly state the principles by which I would be guided if nominated and elected. It is my earnest belief

That the Governor should exercise as much, if not more, care in the administration of the affairs of the State as he would in the conduct of his own business.

That the affairs of the State should be conducted in a businesslike and economical manner.

That the transactions of every department, State, county and local, should be checked and audited as carefully as a prudent man would his private business of similar magnitude, so as to deter, if possible, unscrupulous men from engaging in the service of the public.

That the laws should be strictly enforced to prevent individuals or corporations from resorting to improper methods to further their selfish ends.

That the industries of the State should be encouraged and its government should be such that it will be viewed with confidence.

That corruption or unfair conduct on the part of any public official should be exposed and all guilty parties punished.

That judicial appointment should be based solely upon ability and integrity, that the judiciary should be absolutely divorced from politics and that political help or contributions by any of the judiciary should not only be condemned but made a cause for removal from office.

That the selection of grand and petit jurors should be absolutely divorced from politics.

That the educational funds should not be decreased, but that negligence, extravagance and dishonesty in their disbursement must be stopped.

That the powers of the Public Utilities Commission should be enlarged so that it can thoroughly investigate public service and quasi-public service corporations, determine all matters of difference between them and the public, including those relating to rates, and enforce such conclusions as it may reach, subject to the right of the courts to determine if due process of law has been observed.

That methods should be devised to encourage the people to take a more active and direct interest in the selection of candidates and generally in all public matters.

That the number of saloons should be restricted in each locality to a certain proportion of the population, that the excise laws should be revised so as to correct evils disclosed by the investigation of the Excise Commission, and that the laws should be fairly and impartially enforced.

Experience shows that revenues now derived from automobiles are not sufficient to repair the damage caused by them to our roads. Should we relieve residents of other States from the payment of any license, our revenues would decrease, the use of our roads would increase and as a necessary result, unless the automobilists of this State were called upon to pay a higher license or unless the people at large were called upon to pay more for road repair than they now do, our roads would deteriorate and they would soon lose the reputation which they now enjoy.

That automobiles do serious damage to our roads is not open to dispute. All owners of automobiles should pay a fee and all who operate them should be licensed.

No change should be made until the people at large show a willingness to pay more than they now do for the maintenance of the roads and until they express a desire to grant to automobile owners of other States the free use of our roads.

I believe that you all know me well enough to be convinced that if elected I would do my best to give a clean, efficient and businesslike administration. If my views meet with your approval, I shall be glad to have your support.

Noted Racers Perform at Allentown

As a sort of preliminary to the meet held at the Point Breeze track in Philadelphia on Saturday, August 6th, Barney Oldfield, Ben Kerscher and Harvey Ringler participated in a series of races held on the old Allentown race course at Allentown, Pa., on August 2. More than 6,000 person witnessed the three automobile and two motor cycle events that comprised the day's program. Oldfield negotiated one mile on the half-mile track in 1 minute 53-4 seconds, and the usual report of it being a new record was sent out. Harvey Ringler at the wheel of his own Alco won the three-mile handicap. In a two-mile record trial Ben Kerscher covered the four circuits of the course in 2 minutes 38 3-4 seconds.

With an estimated population of 275,000, the city of Portland, Oregon, has 400 miles of well-paved streets, and 10 well-surfaced roads leading out into the country in different directions. It also has 2,000 automobiles.

Point Breeze Track Record Falls

PHILADELPHIA, August 8.—Before an immense crowd that set a new mark for attendance at the old Point Breeze track, Barney Oldfield broke the track record for one mile and won the six-hour race during the mid-summer race meet of the Quaker City Motor Club last Saturday. He drove his 200 horsepower "Blitzen" Benz in the time trials and succeeded in shaving Ralph de Palma's record mark of 1 minute and 1 second down to 59 3-5 seconds. He used a new six-cylinder Knox in the six-hour race and reeled off 261 miles.

Next to Oldfield's performance, perhaps the most noteworthy feature of the day's racing, was the achievement of the little 20 hp. Ford in the six-hour race. Driven by Frank Kulick, the Ford racer, the diminutive machine, resembling a pigmy beside the big Knox, went around the oval in uniformly fast time and finished third with 226 miles to its credit. The Ford was beaten by C. C. Fairman in a Kline Kar with a total of 245 miles for the six hours of running.

It was Oldfield's debut in Philadelphia. His manager, the versatile "Bill" Pickens, had taken charge of the press work for the Quaker City Motor Club, with the result that the town was plastered with Oldfield's name in scaring red letters. The crowds began to filter through the gate as early as 10 o'clock in the morning, although the first race was not scheduled to start until 1 o'clock in the afternoon. They came on foot, on the trolleys, on the motor busses and in automobiles. An innovation was introduced allowing automobiles to enter without any charge for parking space. The effect of this was the presence of more limosines, touring cars and roadsters than had ever before gathered at Point Breeze.

The first race run was a 10-mile event for cars with a piston displacement of from 161 to 300 cubic inches. This was captured by Harvey Ringler in a Pullman to the tune of 11 minutes 33 2-5 seconds. Frank Kulick, in a Ford, was second, while the only other contender, G. H. Jones, in an Otto, withdrew early in the race.

Then came Oldfield in the "Blitzen" Benz for the first of the time trials. With his "dry smoke" stuck at the approved Joe Cannon angle in his mouth, he sent his formidable-looking machine around in 1 minute. This

was one second better than the track record hung up by de Palma, but Oldfield said he could do better. And he realized that prediction later in the afternoon by clipping off almost another second.

An attempt to lower the track record for five miles was next made by Ben Kirschner in a Darracq. The record is 5 minutes and 13 seconds. The best that Kirschner could do was 5 minutes 21 1-5 seconds.

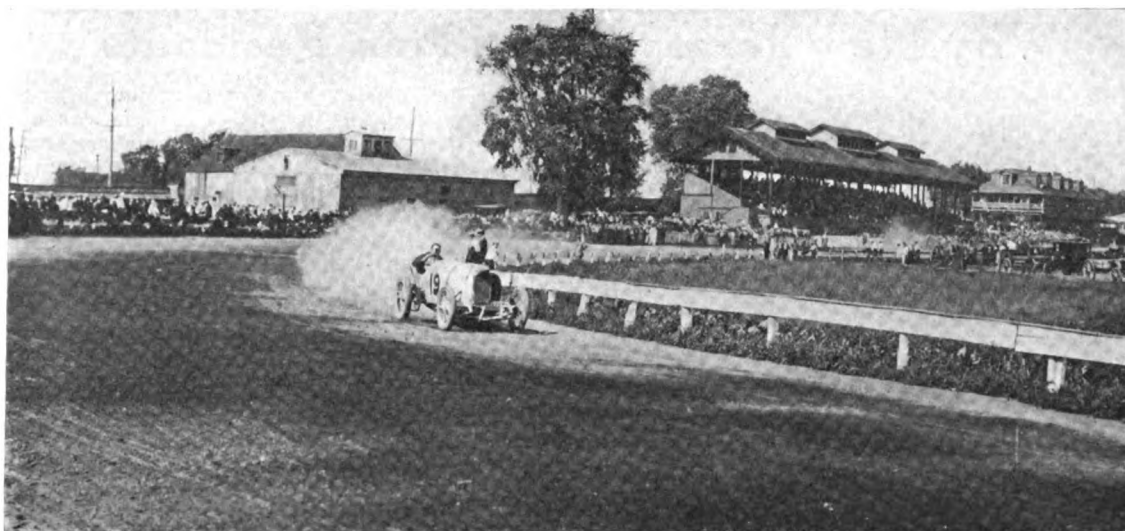
In another 10-mile race, Harvey Ringler, in a Pullman, was again a winner over Frank Kulick in a Ford. His time was 11 minutes and 30 seconds. The Otto, G. H. Jones, and the Kline Meteor, C. C. Fairman, withdrew.

A 10-mile match race between the Mercer and the Otto was the next feature on the racing card. Entrants of these two cars have been waiting for a chance to race under sanctioned auspices ever since the last meet at Point Breeze. On that occasion the Otto was at first declared the winner, but this decision was afterwards reversed by the Contest Committee. The two cars started off in a rush, F. Murphy at the wheel of the Mercer and F. Sherwood guiding the destinies of the Otto. The race was spoiled, however, at the end of the first lap by the temporary withdrawal of the Otto. When the Otto got back on the track it had lost two laps and the Mercer had virtually won the race.

Oldfield made his first appearance in competition in the next event, another 10-mile race. This was a pretty and spectacular brush from start to finish between Oldfield's Knox and Kirschner's Darracq. Oldfield won out by a little more than a car's length over Kirschner. The time was 11 minutes 34 4-5 seconds.

Seven cars faced the starter in the main event, the six-hour endurance race. They were the Knox (Barney Oldfield), Kline Kar (C. C. Fairman), Ford (Frank Kulick), Chalmers (Charles Howard), Selden (Charles Young), Darracq (Ben Kirschner) and Pullman (Harvey Ringler).

Kirschner got the pole at the drop of the flag, but he was presently nosed out by Oldfield's Knox. During the first lap, the Chalmers lost a front tire directly in front of the grand stand, and Ringler was compelled to drop out until a new tire was fitted on. Then he jumped back to the accompaniment of the



BARNEY IN HIS BIG BENZ

loud cheers that are customarily given to the driver who gets back into the fight after experiencing trouble. But he had not gone far when tire trouble again compelled him to leave the track.

The cars kept skimming around during the first hour. Then the Selden got engine trouble and dropped out. By the end of the third hour the score stood: Knox, 138 miles; Ford, 126 miles; Kline, 122 miles; Chalmers, 99 miles; Darracq, 93 miles.

The summaries follow:

Event No. 1.—Did not fill; called off.

Event No. 2.—Ten miles; open to cars of 161 to 300 cubic inches piston displacement. Won by

Pullman (Ringler). Time, 11:33 2-5; second, Ford (Kulick).

Event No. 3.—Ten miles; open to cars under 450 cubic inches piston displacement. Won by Pullman (Ringler); time, 11:30; second, Ford (Kulick), 12:10.

Event No. 4.—Ten miles. Won by Knox (Oldfield); time, 11:34 4-5; second, Darracq (Kirschner); third, Pullman (Ringler).

Event No. 5.—Match race for ten miles. Won by Mercer (F. Murphy); second, Otto (F. Sherwood).

Event No. 6.—Six-hour endurance speed race; open to cars of 750 cubic inches and under. Won by Knox (Oldfield), 261 miles; second, Kline Kar (Fairman), 245 miles; third, Ford (Kulick), 226 miles; fourth, Chalmers (Howard), 218 miles; fifth, Selden (Youngs), 167 miles. Darracq (Kirschner) withdrew after traveling 93 miles.

Munsey Run Has Thirty-two Entrants

Thirty-two automobiles, embracing 26 different makes, have been entered in the Munsey historic tour, which starts from Philadelphia, Pa., on August 16.

The contestants in the run will include a Premier, Columbia, three Maxwells, two Washingtons, Reading "40," three Fords, Elmore, Warren-Detroit, Corbin, Spoerer 1911, two Brush runabouts, a Regal Plugger, Pierce-Racine, K-r-i-t, Enger, Great Western, Cino, Ohio, Staver-Chicago, Stoddard-Dayton, Interstate, Crawford, Glide, Kline, Matheson and Moon.

The complete route follows:

August 16, from Philadelphia to West

Point, N. Y., 160.2; August 17, from West Point to New London, Conn., 167.8; August 18, from New London to Boston, Mass., 117.2; August 19, from Boston to Portland, Me., 140.8; August 20, from Portland to Bethlehem, N. H., 122.7; August 21 (Sunday), layover at Bethlehem, N. H.; August 22, from Bethlehem to Burlington, Vt., 102.8; August 23, from Burlington to Saratoga, N. Y., 200.5; August 24, from Saratoga to Binghamton, N. Y., 164.7; August 25, from Binghamton to Wilkesbarre, Pa., 98.5; August 26, from Wilkesbarre to Harrisburg, Pa., 115.8; August 27, from Harrisburg to Washington, D. C., 159.3.

Why New Jersey Taxes Non-Residents

Before a good-sized audience assembled at the Automobile Club of America on Wednesday evening, August 10, J. B. R. Smith, Commissioner of Motor Vehicles of New Jersey, made a long and able plea on behalf of that State's treatment of non-resident motorists. President Sanderson of the club presided, and Commissioner Smith's argument was listened to with close attention.

That the geographical and topographical position of New Jersey, its proximity to big cities like New York and Philadelphia, and its being on the highroad between the West and South and New England points, made it necessary to tax non-resident motorists for the upkeep of its 3,000 miles of improved roads, was the burden of Commissioner Smith's talk; but he did not explain how a "nominal" tax, amounting to \$1, can do this when 5 to 20 times this sum is charged residents. In fact, he got away from this phase of the subject as quickly as possible. The following extracts give the salient parts of the speech:

I have endeavored to understand the position of the non-resident desiring to tour in New Jersey. I think I can share with him in the fullest degree his feeling of annoyance and often resentment, when, after contemplating the freedom with which the laws of his own State receive non-resident motorists, he finds himself confronted by the necessity of registering and paying a nominal fee when he desires to operate his car in New Jersey. I can well understand that such a one, naturally assuming that motoring conditions in New Jersey are similar to those of his own State, immediately forms in his mind a spirit of contempt and of hatred, and when he further considers that his touring in New Jersey is to the direct advantage of New Jersey as well as of himself, it is not unnatural for him to conclude that the New Jersey policy is shortsighted and narrow.

I think I can also understand the embarrassment of those of our own residents who take a similar view. Their personal interests are so great that they are ready to support any policy that will promote these interests. Human nature is yet far removed from the altruistic, and the best of us rightfully first consider self, so when our own touring autoists, our hotel men, our motor manufacturers and our supply men urge another policy I sincerely sympathize with them and do what is within my power to help them. If the assumption that motoring conditions in New Jersey are similar to those of other States is found to be supported by the facts, I think I should be compelled to conclude that New Jersey is wrong. The facts, however, will not support such an assumption.

In the first place it must be remembered that the geographical position and topographical condition of New Jersey make our State unique. Our State is the highway between the North and the South, and has on its eastern borders a city with a population of approximately 4,500,000, and on the western borders a city with a population of nearly 2,000,000, which, for motoring purposes, are practically parts of New Jersey, and which, added to the already dense population of the State, will make an aggregate approximating 9,000,000 persons whose automobiles regularly use the roads of a State whose area is not as great as that of Massachusetts, and yet one whose mileage of improved roads far exceeds that of any other State, which indeed approximates, if it does not actually exceed in number, that of all the Eastern and Middle States combined.

New Jersey's extended seacoast and variety of hill country, with her numerous pleasure and health resorts, all in close proximity to these thickly populated centers, make her roads much more than ordinarily attractive to tourists. Her position between New England and New York on the one hand, and Pennsylvania and the South on the other, makes her the natural highway for communication between these respective sections. All these and many other conditions brought New Jersey face to face at a very early date with motoring problems, which, in many instances, are only just now presenting themselves to other States.

With regard to our improved road system it will be remembered that we have approximately 3,000 miles of improved roads. These roads consist of a continuous and uniform system in which special attention is given to grades and alignment. They were built at a cost exceeding \$15,000,000 and are free to all motorists without cost of any sort beyond that of registration. They equal approximately one mile of road for every two and a half square miles of area. They reach practically every corner of the State. Our roads, by the judicious use of bituminous binders, are more free from the dust nuisance than those of any other State. Our Highway Commissioner is in constant receipt of testimonials verifying the excellence of our road system in general and in our use of a resilient surface in particular, the Federal Director of Public Roads at Washington being among the foremost in his expressions of approval and good will. When either New York or Pennsylvania succeeds in duplicating our road system it will have spent, each of these States being approximately six times the size of New Jersey, more than \$100,000,000 in construction.

But New Jersey has not ceased to build roads. We are still constructing them at a cost of approximately \$1,000,000 per annum. But the excessive wear and tear on this road system caused by automobiles has proved a terrific drain on our little State. Last year it cost more than \$1,000,000 to repair these roads. The year before the charge

was more than \$800,000. The estimate for this year is \$1,300,000, and yet each year finds our roads in worse condition at the close than at the beginning. These expenditures are all exclusive of the money spent in building new roads. While our road department is using every effort to so repair and so construct these roads by the use of a resilient binder for surfacing, the cost of repair charges must, at least for several years, continue to increase.

I am sure that all motorists now agree that a considerable part at least of this expense must be borne by themselves. When it is considered that the net revenue from New Jersey motorists this year will hardly exceed \$300,000, it will be seen what a heavy drain the repair of the damage entails upon our State. That the roads shall be allowed to disintegrate is unthinkable. That the State should expect the motorist to contribute toward maintenance I believe to be fairly settled. Shall then the motorist of New Jersey be asked to bear the whole load or shall non-resident users contribute their share? In New Jersey there are more cars regularly used by non-residents than by residents, and the aggregate horse-power of cars owned by non-residents to that of the aggregate horse-power of cars owned by residents is about in proportion of three to two. Is, then, the suggestion that the non-resident should assist residents in contributing to this fund unreasonable?

But the superior services rendered by New Jersey to motorists are by no means wholly confined to its good road system. To the autoist our motor regulation laws are at least of equal importance. New Jersey's underlying principle has always been the greatest freedom to all road users compatible with the highest degree of protection of their equal rights. The development of this principle necessitated a uniform State law regard-

ing traffic regulations, a central authority for the administration of the law, which authority was charged with the duty of co-operating and co-ordinating the work of the local police establishments with the idea of uniformity, and the highest degree of liberality compatible with the preservation of individual rights. With the exception of recent limited efforts in two or three States to secure uniform traffic regulations, only one other State has ever undertaken any of these things.

But this is not all. These efforts have succeeded in rendering unnecessary the use of speed traps. For more than a year there has not been maintained within the State a regularly organized speed trap. They have not been abolished by legislative act. They were simply forced out of existence as useless. Besides this the New Jersey law has provided facilities for registering and licensing agencies located all the way from Boston to Washington for the sole purpose of affording ease and convenience of motorists in registering. More than this, the tendency of our law since 1906 has been to liberalize and make more easy the lot of the motorist, while the tendency in many, if not all of the other States, has been to make the law more rigid.

Every act either by way of amendment or supplement to our general law has been in the direction of liberality. In 1908 we provided for the blanket license for non-resident cab companies; for the supply of identification markers at the public expense; for special appropriation for precautionary signs. During this year also the placing of sharp substances in the roads and the failure of magistrates to return fines were made misdemeanors. In 1909 we provided that lights should be carried on all vehicles at night. The drivers' misdemeanor act and the tourists' license act was passed.

Shot Bombs from Biplane with Certainty

Experimenting with a new device for releasing bombs upon a warship from an aeroplane, Clifford B. Harmon, in a large biplane, showed that such an apparatus was not only feasible, but that it worked well, and gave him control over the bombs, allowing him to aim them and send them where they would do the most damage.

The trials were conducted on August 7, at the Hempstead Plains aviation field at Garden City, Long Island, N. Y., where the outline of a battleship had been painted on the ground. Flanking the larger ship were two small submarines. Had the bombs been delivered against real ships in actual battle, the fighting machines would have been placed out of commission at once.

Harmon made several flights, and on the first he sent a bomb so true that it landed

about nine feet in front of the forward funnel and directly amidships. His shot at one of the submarines was better, the bomb dropping squarely into the funnel. On his other flights he loosed a number of the bombs and each one struck the battleship, some landing in the funnels, others on the forward deck, one striking where the bridge was located and another hitting directly over the magazine.

The "guns" for discharging the bombs are merely long cylinders of steel, pointing downward and operated by means of a hinged door. An ingenious arrangement of mirrors shows the operator when the tube is pointed directly at the object he wishes to strike and by merely pressing a button he releases the door and the bomb is carried on its mission of destruction by the mere force of gravitation. Naval officers praised the experiments.

15,000 Watch Races at Cotton Carnival

Large crowds and exciting racing marked the three days' race meet held on the Denver Beach course in connection with the Cotton Carnival at Galveston, Texas, on August 3, 4 and 5, and several new records were established. On the final day, when the feature event, the 200 mile race, was run, Tobin De Hymel, a youthful driver from San Antonio, at the wheel of a Stoddard-Dayton, covered the 20 laps of the 10-mile course in 3 hours 2 minutes 22 seconds, winning the event by more than 10 miles from his nearest competitor, Ben Johnson, in a Chadwick, and establishing a new record for the course. On the second day of the meet Len Zengle sent his "Bullet" Chadwick over the sandy course for a mile in 40 3-5 seconds, also a new record for the course.

On the opening day of the meet more than 15,000 persons gathered along the course and enthusiastically applauded the daring drivers who participated in the four events that comprised the program. The course was patrolled by a company of soldiers and a number of policemen, mounted and on foot, and during the meet not a person was injured. The feature of the first day was the 50-mile free-for-all in which six cars participated. Johnson sent his Chadwick to the front at the start and remained there until the end, when he was 300 yards ahead of DeWitt in a Buick. The time for the 50 miles was 42 minutes 56 4-5 seconds. Kopperl at the wheel of an Inter-State was third. A protest was lodged against the Chadwick after the race on the ground that at the start five men assisted in sending it across the line instead of it starting under its own power.

The protest was later withdrawn.

The other events of the day were won by Petit in a Buick in the first race of 20 miles; Capt. J. W. Munn in the second race of 30 miles, and Carroll in a Marion in the third race of 20 miles.

Five thousand spectators lined the beach on August 4, the second day of the meet. The feature event on this day was the 1-mile time trials in which Len Zengle established a new record for the course. De Hymel in a Stoddard-Dayton made the second best time, 41 4-5 seconds. Captain Munn won the 20-mile race in 17 minutes 23 seconds, over a field of four. In the second race of 10 miles De Hymel led all the way with his Stoddard-Dayton and finished in 12 minutes 1 4-5 seconds. Petit in a Buick was second, while another Buick, the only other entrant, was third, driven by DeWitt. Carroll in a Marion was the winner of the 10-mile stock chassis race in 11 minutes 10 seconds. Captain Munn won the other event of the day, a 10-mile race, in 8 minutes 5 3-5 seconds.

The last day of the meet was devoted to the running of the 200-mile race in which twelve cars started, as follows: Buick (DeWitt), Inter-State (Brinker), Marion (Plummer), Hudson (Labadie), Stoddard-Dayton (Steinhardt), Chadwick (Johnson), Chadwick (Zengle), Marion (Carroll), National (Capt. Munn), National (Sundin), Marmon (Clark), and Stoddard-Dayton (De Hymel). The Stoddard-Dayton, driven by De Hymel, which subsequently proved the winner, led from the start and won by a large margin.

Drove Mile in 51 Seconds at Charter Old Park

Barney Oldfield and his nomadic racing team held forth at Charter Oak Park in Hartford, Conn., on August 9, and gave a large number of spectators a taste of exciting racing. Driving his Knox car, Oldfield won the 50-mile race, the feature of the day, in 51 minutes 55 seconds, and with the same car he captured a 5-mile open in 5 minutes 27 2-5 seconds, and the 5-mile handicap in 5 minutes 3 seconds. At the wheel of his 200 hp. Benz, Oldfield covered one circuit of the mile track in 51 seconds. During the running of the 50 mile event the

Hub car left the track and crashed into a tree. The mecanicien, Myron Spencer, was thrown out and seriously injured.

Robert Lorraine, an English actor, flew from Blackpool, England, across the Irish sea to Llandudno, North Wales, a distance of more than 50 miles, on August 10. The trip, unlike some others which Lorraine has attempted, was accomplished without a single hitch. All of his previous flights had ended disastrously.

Plans for Chicago's Two Shows

The tenth annual national Chicago show under the auspices of the National Association of Automobile Manufacturers, Inc., will occupy two weeks, commencing January 28 and ending February 11, 1911.

The first week's show will open at 2 o'clock, Saturday afternoon, January 28, and close at 10.30 Saturday night, February 4. The exhibits will consist exclusively of pleasure vehicles and accessories. The method of allotment will be as heretofore, members of the association getting first choice.

The second section will open at 8 o'clock on Monday night, February 6, and close at 10.30 Saturday night, February 11. Commercial vehicles will be given first choice; pleasure vehicles which have not exhibited the first week, second choice, and other pleasure vehicles third choice in the automobile section.

The drawing for space in the automobile section for the first and second weeks will be entirely distinct. No concern will be permitted to draw space and occupy it for two weeks, the first with pleasure and the second with commercial cars.

More space than ever before will be allotted to the motor and accessory manufacturers

who, as heretofore, will make their own allotment. Accessory exhibitors will be permitted to contract for one week or both weeks.

It has already been made evident that the greater part of the space available during the second week will be required for the display of commercial cars, but efforts will be made to provide for all makers of pleasure cars, so that the entire trade may be properly represented.

Application blanks and diagrams will be mailed to the trade not later than the first day of September. The allotment will take place on Wednesday, October 5. A complete set of new diagrams is in course of preparation. The arrangement of the floor for the commercial exhibits will not be the same as that for pleasure vehicles, for the reason that the great size of some of the former must, of necessity, be taken into consideration.

Exhibits will, as heretofore, be confined to the goods of manufacturers who have not taken part in or contracted to take part in any show not sanctioned by the National Association of Automobile Manufacturers, Inc., or in case of accessory makers by the motor and accessory manufacturers.

Ready for Commercial Vehicle Run

PHILADELPHIA, August 9.—Seventeen new entries have been added to the list of contenders in the North American's motor commercial vehicle run to Atlantic City and return on Friday and Saturday of this week. The addition of these cars brings the total up to 65. The time limit for the filing of entries has been extended by permission of S. M. Butler, chairman of the contest board of the American Automobile Association, under whose sanction the run will be conducted, and cars may be entered as late as the night preceding the contest. Following are the late entries:

Manufacturers' Division.—Class A (1 1-2 tons capacity and less)—Rapid, Rapid Motor Vehicle Company; Hart-Kraft, Hart-Kraft Motor Company; Atterbury, Funnesey and Kobber; Chase, Commercial Motor Car Company.

Class C (three tons and above)—Packers, Packers Motor Truck Company.

Private Owners' Division.—Class A (1 1-2

tons capacity and less)—Autocar, J. E. Caldwell & Co.; Autocar, A. F. Bornot Brothers Company; Renault, A. F. Bornot Brothers Company; Autocar, Theo. F. Siefert; Autocar, J. S. Ivins' Son; Cartercar, Kellogg Toasted Corn Flakes.

Class B (3,001 to 5,999 pounds)—Motor Commercial, Suburban Auto Express Company.

Class C (three tons and above)—Two Alcos, Gimbel Brothers; Frayer-Miller, Fleck Brothers; Manhattan, Walter G. Wilson.

Electric Vehicle Division.—Class C (three tons and above)—Commercial Truck, American Brewing Company.

The Grand Forks Automobile Club, of North Dakota, has postponed its tour of Northwestern North Dakota until August 15. The trip includes Walhalla, Langdon, Sarles, Dando, Devils Lake—400 miles in all.

Elgin Races Full of Promise

CHICAGO, August 8.—Never before, for a national stock chassis road race meet, have the entries come in at such a clip as they have for the events of the Chicago Motor Club at Elgin, August 26-27. At the present writing there are 20 nominations at hand, and all indications point to there being twice that number in the four races that are scheduled for the latter part of this month. Fifteen of these entries were made last Friday, and the entire field, so far, is most representative of the motor industry. The big race for the Elgin National trophy has attracted two Marmons, to be driven by Harroun and Dawson, a Lozier with Ralph Mulford at the Wheel, two Nationals, with Greiner and Livingston for pilots, a Cino and a Matheson "Six." In the Illinois trophy there are one Marmon, two Nationals, two Velies, and two Falcars, while the Kane County trophy has attracted two Marmons and a Cino. In the Fox River trophy, for the 161-230 class, there are three nominations, a Ford, to be driven by Frank Kulick, a Cole, by Bill Endicott, and an Overland by L. Schillo.

This does not exhaust the possibilities, for it is expected that within the next few days there will be entries forthcoming from the Marion, Alco, Corbin, Oldsmobile, E-M-F, Simplex, Parry, Jackson, Black Crow, Midland and Staver. In each instance these entries have been promised and statements made that the blanks will be forwarded within a few days.

Directors of the Chicago Motor Club yesterday inspected the course at Elgin, and were greatly surprised at the progress that has been made. General Executive Root has had the course surveyed and finds that it is 8 miles, 2,499 feet all around. This morning work was starting on oiling the course and it is stated that within another week training can begin. At the present time most of the effort is being put on the south leg of the course, which is soft in spots, and which needs a few good rains to put it in shape. The north and west legs could not be improved upon. They are of an average width of 20 feet and the surface is as hard as any boulevard.

Chairman S. M. Butler, of the contest board of the American Automobile Association, sent out a notice, dated August 9, in which he de-

clared that the Elgin races are the national stock chassis road races, which were held last year at Lowell, Mass. The notice tells of the excellent inducements offered to hold the races over the Elgin course. It reads as follows:

In accordance with the policy of a fair apportionment of national events over the whole country, the Middle West will this year be the



THE ATTENTION—COMPELLING POSTER

scene of the national stock chassis road races, which were last year held at Lowell, Mass. The Contest Board of the American Automobile Association have awarded these national races for 1910 to the Chicago Motor Club, who, in conjunction with the Elgin Road Racing Association, will on August 26 and 27 conduct the races over the 8½ mile circuit at Elgin, Ill.

Races for stock chassis for varying piston displacements from 161 to 450 cubic inches have been provided for the first day, with valuable trophies and cash prizes to drivers. The second day will be devoted to the big race of 300 miles for the Elgin National Trophy for stock chassis, 600 inches and under, minimum weights 2,300 pounds.

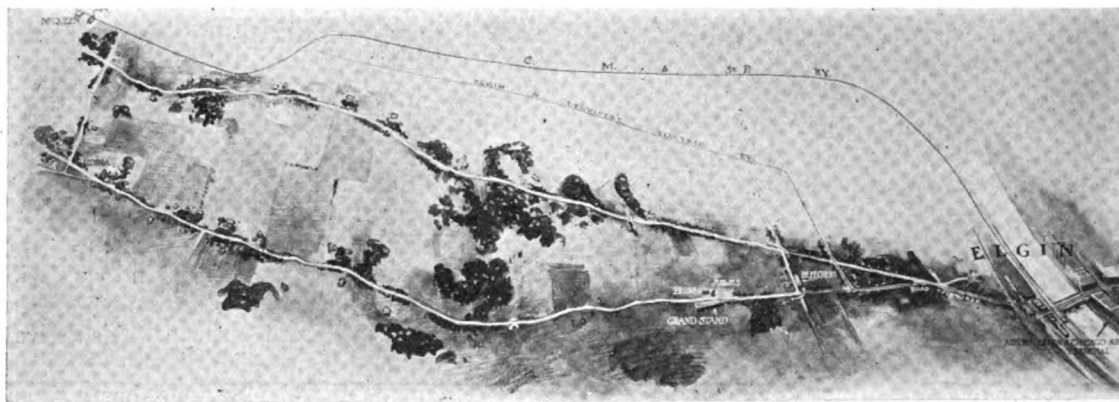
These four races will afford an opportunity for competition of bona fide stock chassis of all classes, registrations of which have been duly made and accepted by the Contest Board of the A. A. A. as fully complying with the requirements of the 1910 stock chassis rules.

All of the essential factors necessary for the holding of a successful road race are to be found at Elgin; an excellent, fast and safe course of $8\frac{1}{2}$ miles without a road crossing, with but four turns, adequately guarded by the First Regiment of the Illinois National Guard and a large number of flagmen. As the Elgin course is closely adjacent to the great western metropolis of Chicago, with excellent transportation facilities, these stock chassis races will be easily accessible

Saturday, August 27, for the Elgin National Trophy.

300 miles for stripped stock chassis. Open to the chassis of any gasoline car which is in accordance with the definition of a stripped stock chassis defined under Class B, with a piston displacement under 600 cubic inches and minimum weight of 2,300 pounds. Possession of trophy for one year and \$1,000 in cash to the winner; \$300 in cash to second, and \$200 in cash to third.

Entry Fees.—One car, \$300; two cars, same entrant and make, \$500; three cars, same entrant and make, \$600. Cars of 1911 model may be entered, but same must be registered with A. A. A. Contest Board prior to August 10, 1910. Entries may be made through the Chairman of the Con-



BIRD'S EYE VIEW OF THE COURSE

to a half million of people, and will be truly national in scope and character.

The course is now being rapidly prepared, and will be open for practice probably within the present week.

The prompt payment of cash prizes to drivers has been insured by the deposit with the Contest Board of \$2,500 cash for this purpose.

The schedule of races, trophies, prizes and entry fees is as follows:

Friday, August 26, 3 Races.

Class B, Division 2-B, 161 to 230 cubic inches piston displacement; minimum weight 1,400 pounds; distance sixteen laps, or approximately 135 miles. For the Fox River Valley trophy and \$300 in cash to the winner. Trophy to be won outright.

Class B, Division 3-B, 231 to 300 cubic inches piston displacement, minimum weight, 1,700 pounds; distance twenty laps, or approximately 170 miles. For the Kane County trophy and \$300 cash to the winner. Trophy to be won outright.

Class B, Division 4-B, 301 to 450 cubic inches piston displacement; minimum weight 2,000 pounds; distance twenty-four laps, or approximately 204 miles. For the Illinois trophy and \$400 in cash to the winner. Trophy to be won outright.

test Board of the A. A. A., 437 Fifth Avenue, New York, or Mr. Harry T. Clinton, 2349 Michigan Avenue, Chicago. Entries close August 21 at midnight.

Twenty entries have been received to date, as follows, and every indication points to a representative entry of stock chassis in each class:

Fox River Trophy, 161-230 Class.—Ford, Frank Kulick; Cole, W. Endicott, and Overland, Al Schillo.

Kane County Trophy, 231-300 Class.—Marmon, J. Dawson; Marmon, R. Harroun, and Cino, —.

Illinois Trophy, 301-450 Class.—Marmon, —; National, Al Livingstone; National, A. W. Greiner; Velie, J. H. Stickney; Velie, E. C. Gooney; Falcar, —, and Falcar, —.

Elgin National, under 600 Class.—National, A. W. Greiner; National, Al Livingstone; Lozier, —; Marmon, R. Harroun; Matheson, —, and Cino, —.

The Newcastle Automobile Club, of Newcastle, Pa., has decided to purchase a number of road drags and distribute them among the farmers of the surrounding country, where the roads are in poor condition. The drags will be made of heavy timber and will cost from \$15 to \$35 each.

Speed Laws Abrogated for This Race

Twenty-five starters are assured for the Los Angeles, Cal., to Phoenix, Ariz., road race, which will be run on November 5. The race will be held under the auspices of the Maricopa Automobile Club, of Phoenix, and President Bullard is making arrangements to comfortably accommodate all who take part in the event.

Although no entry fee is charged, a certified check for \$250 is required of each entrant to guarantee good faith. After the race is run the check will be returned. Entries for the race, which will be run under A. A. A. rules and sanction, will close on October 21.

The prizes are a handsome trophy, given by the Motor Supply Company of Poenix, and the cash prizes of \$2,000 are put up by the Maricopa Automobile Club, and will be divided into three purses for the winners—first car, \$1,300; second car, \$500; third car, \$200. In addition to these further cash prizes, aggregating \$1,500, will be offered by the civic bodies and business men of Phoenix for a series of track events that will be open only to Los Angeles cars that come through on the big trip. It is expected now that these events will consist of a ten-mile free-for-all, a three-heat race of five miles each, and a 25-mile race.

One of the concessions that will be made this year for these track races that will take place at Phoenix, November 10, during the State fair, will be that any car will have the privilege of changing its gear or renewing its equipment.

As to the matter of speed to be made on the public roads in the long distance of 450 miles, it is authoritatively stated that the State authorities of Arizona will, for the purpose, waive all speed limits, and, as under the California laws it is within the province of supervisors or city councils to grant the same concession, provided the management of the races properly patrols the course to safeguard the public, this matter will be taken up without delay with the supervisors of Los Angeles, Riverside and San Bernardino counties, and with the municipal officers through which the cars will pass.

Checkers on the course will be located at San Bernardino, Los Palmas, Chuckawalla and Ahrenberg. On arriving at Ahrenberg all will enter the control and be parked, but no repairs or taking on supplies will be allowed while in the control. A gasoline ferry has been established at the river and cars will be allowed to depart the next morning fifteen minutes apart, and in the order of their arrival at the control.

Dr. Coffman, of Palm Springs, has written that, because of the somewhat dangerous road at or near that point, he will, at his own expense, have the road sufficiently guarded by lights, as the cars will pass through there in the night, and also that he will have a supply of gasoline on hand that will be sold at actual cost, so that the cars will have no duplication of their experience of last year of being charged \$1 a gallon for gasoline at that point.

Chili's President in New York City

Senor Pedro Montt, President of the Republic of Chili, South America, arrived in New York last week and was greeted with the honor due to the executive head of a foreign government. His steamer was met off quarantine by a United States army vessel and the distinguished visitor was transferred to it, while the forts thundered forth the 21-gun salute which Senor Montt's rank entitled him to. Upon arrival at West Sixty-first Street, New York, Senor Montt and his party, consisting of his wife, his sister-in-law, Madam Mercedes Hindobro Montt, his aide, Col-

onel Barri, wearing a uniform similar to those of the German army, after which the Chilean army is modeled; Dr. Munich, personal physician to the President; his private secretary, Herman Echeverria, and a private chaplain, boarded Carhartt automobiles and as the cars passed through the lines of soldiery drawn up with presented arms at the street curb, the bugles sang out the flares and the drums ruffled the musical salutes due the distinguished visitor. Senor Montt was enroute to Bad Neuheim, Germany, sailing on August 9.

Brooklyn Dealers in Reliability Contest

Consistent and sensible driving was the feature of the two-day reliability contest of the Brooklyn Motor Vehicle Dealers' Association on Tuesday and Wednesday, August 9 and 10. Thirty-seven cars participated in the two divisions into which the contest was divided and but three contestants withdrew before the completion of the approximately 450 mile run over the "zig-zag" route on Long Island.

Although nothing official was given out, the indications on Wednesday night, when the run came to a conclusion at the Prospect Park Plaza, were that quite a number of cars had survived the strenuous test with perfect scores. Very little mechanical trouble was encountered, the majority of the penalizations being caused by tardiness and controls.

The promoters and every one connected with the run are delighted over the success attained with the secret control scheme. It eliminated speeding entirely and the best proof of this is in the compliments offered the committee in charge by police officials of the various towns through which the tour passed. The drivers did not know what bush or group of trees concealed an official whose business it was to record the time the cars passed, and consequently they proceeded at a pace well within the speed limit. The fact that in the event of a tie between two or more cars at the completion of the run the consistency of the running time of the cars, as shown by the reports of the men in charge of the controls,

would have a lot to do in deciding upon a winner, also had something to do with the sensible way in which the cars were driven.

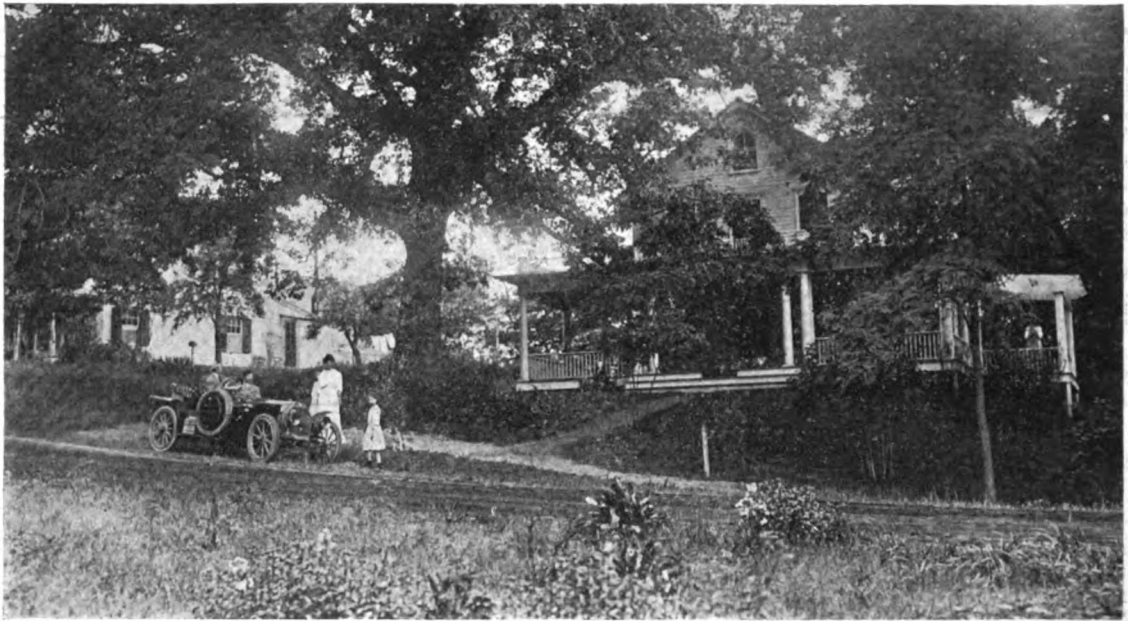
On a whole the contest was an enjoyable and successful affair despite the fact that at the start and finish the contestants were saluted by Jupiter Pluvius with a smart fall of rain. The rain was not heavy enough, however, to do any material harm to the ideal roads of Long Island and the only time the tourists encountered any difficulty was when the route led through strips of woods where the road was narrow and of dirt construction.

The start of the approximately 450 mile journey was made from in front of the headquarters of the Long Island Automobile Club and then the first day's trip led through the towns of Flushing, Little Neck, Thomastown, Great Neck, Roslyn, Seacliff, Glen Cove, Locust Valley, Oyster Bay, Syosset, Kings Park, to Smithtown, where a fuel control was located. The cars were checked out at Smithtown and after proceeding along the north shore for a few miles the tourists plunged southward into the heart of the island. The route along the north shore leads over rugged hills and magnificent marine views and charming rural landscapes are seen, as well as spots of more than ordinary historical interest. The noon control was located at Patchogue.

For nearly 50 miles after leaving Patchogue the tourist followed along the beautiful south shore as far as Bridgehampton, passing



THE RAINY MORNING START

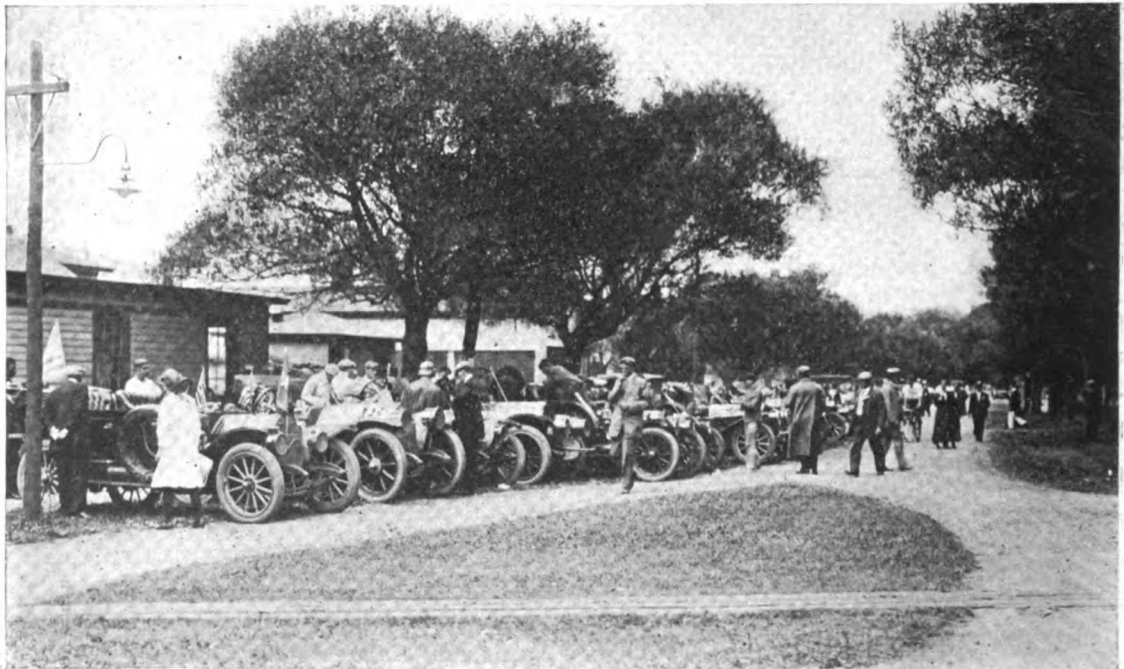


A SECRET CONTROL NEAR SOUTHAMPTON

through East Patchogue, Bellport, Moriches, Each Moriches, Speonk, Westhampton, Quogue, Good Ground, Canoe Place and Southampton. From Bridgehampton the tourists traveled as far east as Amagansett, where the route led to the north shore again, thence to

Southampton, where the night control was located.

The thirty cars in the contesting division and the seven that were classified as tourists completed the first day's run of 169 miles with but little difficulty. Several of the cars fell



THE STOP AT SOUTHAMPTON

by the wayside and were out of the clean score division when Southampton, the night control, was reached, but the majority of drivers had no trouble in keeping up to and within the schedule and at the same time avoiding mishaps.

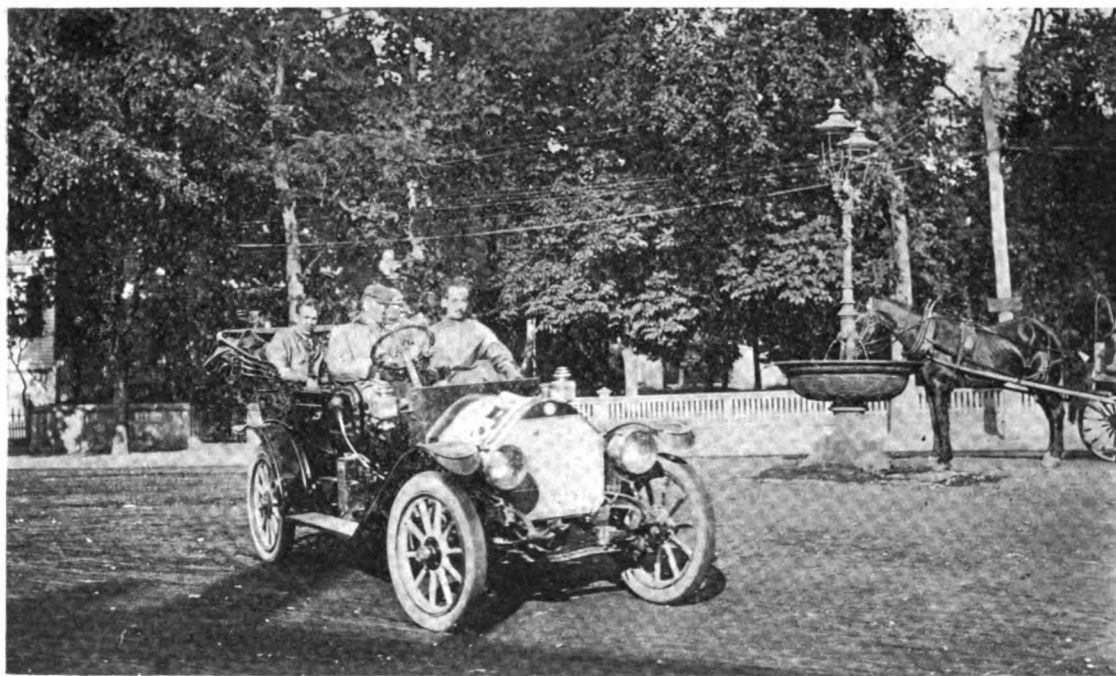
There was considerable dissension over the fact that the pathfinding car had covered ten miles more than the original route called for. Some of the contestants had followed the pathfinding car while others had complied with instructions and remained on the original route.

From the noon control at Patchogue to

of the run. After taking reams of testimony and referring to their own observations, the trio of officials, at Mr. Pardington's instigation, decided that the day's run should end at Bridgehampton, where the afternoon fuel control was located. This, however, applied only to the mileage covered.

Any mechanical trouble that was incurred by the cars between Bridgehampton and Southampton will be considered by the committee.

The cars left Southampton for the return trip to Brooklyn at 7 o'clock Wednesday morning, and all had checked in at the Pros-



JUST OUTSIDE OF SMITHTOWN

Amagansett, thence to Sag Harbor and back to Southampton, the distance covered by the official car totalled 92 miles. A great many of the contestants, however, when they pulled up at the night control, showed by their speedometers that they had covered between 82 and 84 miles. Several others showed the official distance of 92 miles. Charges and counter charges were made until the committee was at its wits end.

The question was ultimately put up to Mr. Pardington, Frank J. Webb and Loius Weiss, the latter two respectively the A. A. A. representative, and chief of the technical board

pect Park Plaza by 8 o'clock the same night. The last twenty miles were covered in a hard rain that drenched nearly everybody, including three or four women passengers. Despite lively skidding down a sharp grade of two miles that had been overoiled, just outside Huntington, and on the flooded city pavements, no accidents of consequence were reported.

On Wednesday the route brought the travelers along the north shore. The first control was at Port Jefferson, where the cars had to climb the Port Jefferson hill. The luncheon control was at Huntington. The route then led back to the starting point.

Even fewer mechanical troubles were experienced than Tuesday, and most of the penalties will be imposed for failing to reach controls on schedule, which was due in many cases to low power. At this writing, Thursday, the report of the technical committee has not been announced, but it was understood that many cars had finished the run with close to perfect scores.

Around Georgia Tour Pathfinding Ends

After several delays occasioned by badly swollen fords, hard rains and receptions, the scouts of the Around Georgia Good Roads Tour, which will be held in November, returned to Atlanta on Thursday, August 4, just a week behind their schedule, after an absence of two weeks and four days.

In all, the pathfinding Buick, with R. V. Connerat, manager of the Southern branch of the Buick Motor Company, at the wheel and Frank Weldon, correspondent for the *Atlanta Constitution*, *Augusta Chronicle*, *Savannah Morning News* and *Macon Telegraph*, and Francis E. Price, staff photographer of the *Constitution*, as his companions, covered 1,175 miles.

Two hundred miles of this territory was in side trips, the direct route that will be laid comprising 975 miles.

This route will be announced in a few days, and entry blanks mailed. An enthusiastic welcome greeted the scouts on every turn, and the interest that has been awakened in the tour is very deep, but the main object, the bettering of Georgia's roads, is a stimulant to an already wide-awake community.

Big Prizes for Atlanta Meet

At a recent meeting of the board of directors of the Atlanta Automobile Association, \$25,000 in prizes was voted for the fall meet, which is scheduled to be held on the Atlanta speedway on November 4, 5 and 6. One of the features of the meet will be a special match race for drivers and cars that participate in the Vanderbilt cup race on October 1. A large money prize, in addition to the valuable plate, will be hung up for this event, and the drivers will be encouraged to establish a new world's record on the Atlanta track.

In addition to the event for the Vanderbilt participants, there will be smaller races, repetitions of the same big races that were run

last fall. \$10,000 cups were given in two of the events last year and these will be competed for again. Among those whom the local association has assurances from that they will be present are: Hemery, Benz; Robertson, Benz; Nazzaro, Fiat; De Palma, Fiat; Wagner, Fiat; Aitken, National; Endicott, Cole; Lorimer, Chalmers; Disbrow, Rainier; Harroun, Marmon; Dawson, Marmon; Wilson, National, and others.

Jackson Avenue to be Repaired

Jackson Avenue, from the Thirty-fourth Street ferry to Flushing, Long Island, N. Y., will be repaved in the near future, according to a promise made to a delegation of automobilists by Borough President Gresser, of Queens, on August 10. This is the principal highway from New York City to rural Long Island and has long been in an almost impassible condition for automobiles. The work of repaving will be started as soon as the engineers decide on the material to be used.

What an Inch of Oil Will Do

A cubic inch of oil will lubricate more than 1,000 square inches of metallic surface, or approximately, 15 piston strokes of a 4 by 5 inch automobile motor, so that a motor of this size, geared at a ratio of 3 to 1 would travel about 340 miles on a gallon of this oil. Such is the conclusion reached by Frank B. Killian, an expert employed by the Vacuum Oil Company, of Rochester, N. Y.—provided the oil happens to be Mobiloil.

Sign-Posting Campaign at St. Paul

R. M. Neely, chairman of the committee on touring and information of the Automobile Club of St. Paul, Minn., has received \$400 from the commissioners of Ramsey County, and \$200 from the club to post signs on the roads leading into St. Paul. The signs will be of blue and white porcelain, on steel plates and will be carried on iron posts 10 feet tall. About 75 of the signs were posted this week, and as many more will be put up before the end of the month. The signs are an ornament, and being constructed to withstand the elements, they will also withstand the attacks of hoboes, campers and even farmers, who used to find the old wooden signs handy material for starting fires.

Harmsworth Cup Trials August 15-17

The elimination trials to select the three American motor boats to defend the British International Trophy, commonly known as the Harmsworth Cup, against the three powerful boats to be sent to this country by English motor boat enthusiasts, will take place off Huntington, L. I., on Monday, Tuesday and Wednesday, August 15, 16 and 17. Four entries have already been made for the elimination trials while another is expected from Commodore H. H. Melville, of the Motor Boat Club of America, and August Hechscher, who are building a boat expressly to compete in this year's races.

The entries are the Dixie II., F. K. Burnham; Restless, Thomas F. Chesebrough; Hurry, Messrs. Charles Francis and Morris M. Whitaker; R. G. E., Harris Hammond, and the Skimmer, H. H. Branth. The Hurry and the Skimmer are hydroplanes and are reported to be exceedingly fast. The five boats will race each day until Wednesday, when the committee, of which Charles P. Tower is chairman, will arbitrarily select the three boats to defend the trophy. The elimination trials will be run over the international course off Huntington, and the trophy race, which is scheduled to be held on August 20, will be off Larchmont.

The three boats that are being sent to this country in an effort to return the coveted trophy to England are the Maple Leaf III., owned by Mackaye Edgar; Miranda IV., owned by the Duke of Westminster, and the

Zigarella, owned by Daniel Hanbury. The three boats were built to exceed 35 knots an hour. The Miranda IV. and the Zigarella are sister boats and are hydroplanes. The former was fitted out under the supervision of Thorncroft's and was built on the Thames by Hart-Harden, while the Zigarella was turned out by Messrs. Luke, of Hamble, Southampton. Each craft is 26 feet over all and 6 feet beam.

The visiting yachtsmen will be entertained at a formal dinner on Friday, August 19, by the Automobile Club of America at its club house, and an informal dinner and theatrical performance will be given by the Larchmont Yacht Club the evening following the international race. The Motor Boat Club of America is also planning to give the yachtsmen a royal time. Henry R. Sutphen and Dr. Louis Neuman have been appointed acting fleet captain and fleet surgeon respectively of the Motor Boat Club of America.

It was announced on Wednesday that a series of races for high speed motor boats from 25 to 35 feet length over all and of yacht tenders 25 feet over all and under, capable of making 20 miles an hour, will be held in connection with the elimination races in Huntington Harbor on August 15, 16 and 17. Results will be computed on the point system and there will be a series prize for the winners, a second prize in each class having four or more starters and a third prize if seven or more boats start.

Detroit-Toledo Road May Come

For a long time those who have the best interests of the two cities at heart have been trying to bring about a boulevard between Detroit, Mich., and Toledo, O., and at last there is hope of a realization. This would serve as a connecting link between the automobile metropolis of the country and the rich Ohio territory, and while it would bring many to Detroit it would afford the Detroit owners a good route for touring. Toledo has taken hold of the proposition seriously, and the City Council will act in the matter. Brand Whitlock, mayor of Toledo, has written to Mayor Breitmeyer, of Detroit, as follows:

"I write to you in the hope that a concerted movement may be undertaken by representatives of Detroit and Toledo citizenship toward the building of a good road between our two beautiful cities. They lie but 60 miles apart and a road between, along river and lake, would traverse one of the most beautiful regions in the world.

"In these days when automobiles are bringing city folk and country folk more closely together, and uniting the cities themselves more intimately, a broad highway between us would be of advantage not alone to automobilists, but to everyone in the two cities."

Dashing Across a Continent

Transcontinental touring is beginning to be commonplace these days. It was only the latter part of last month that two women completed the journey from the Atlantic to the Pacific, and on Monday morning, August 8, at exactly 12:01 o'clock, two men left New York in an attempt to lower the record for trips by motor from New York to San Francisco. L. L. Whitman, the well-known transcontinentalist, was one of the men, while the other was E. L. Hammond, also experienced in long automobile tours.

Whitman is after his own record of 15 days, 2 hours and 12 minutes, between New York and San Francisco. The 1911 "4-30" Reo, in which the trip will be made, was sent away from in front of the New York branch of R. M. Owen & Co., at 1759 Broadway, by Fred Wagner, the official American Automobile Association starter, and the two travelers were reported as having reached Albany at 6:40, after an uneventful run up the river over good roads. Utica was reached 5 hours ahead of schedule time and then the route west led through the beautiful Mohawk Valley.

The first transcontinental trip by Mr. Whitman was from San Francisco to New York, and consumed 72 days. This was in 1903, in a 5 hp. single cylinder runabout, with lever steering device, wire spoke wheels and single tube tires, which was built by R. E. Olds, the designer and builder of the Reo. The run made a sensation at the time and the automobile trade for a long time felt the healthful stimulus which this strenuous and successful

run brought to what was then an infant American industry. The following year Whitman lowered the transcontinental record in his run from San Francisco to New York in 32 days. This was again lowered to 15 days, 2 hours and 12 minutes by himself with a 6-cylinder, \$4,000 car in 1906. This was a relay night and day run, with the assistance of five men from the factory.

Whitman feels confident of lowering his previous cross-continent record in view of the Reo's brilliant record in national and reliability contests and other strenuous runs since its debut in 1905. Among many of these records is the world's record which Percy F. Megargel, now deceased, made in his double transcontinental run in the fall and winter of 1905-6 with the famous "Reo-Mountaineer," absolutely under its own power. The present record tryout will be a night and day continuous run, alternated by Whitman and Hammond at the wheel, the only stops to be made between New York and San Francisco to be for taking on gasoline and oil.

Rapid progress was made by Whitman and at 8 o'clock Tuesday night he left South Bend, Ind., bound for Chicago. He was then 10 hours ahead of the 11-day across the continent schedule he set for himself, having covered the first 935 miles of his journey in 44 hours.

Whitman left Clinton, Iowa, at 10.55 A. M., August 10, which is 12 hours ahead of its schedule. The distance from New York to Clinton via the route which Whitman took through Albany, Utica, Fremont, Bryan and South Bend, is 1,161 miles.

Asbury Park Meet Opens Badly

With a crowd of more than 5,000 persons gathered in the grandstand and on the field at Interlaken, N. J., the 10-day aviation meet and kite-flying contest at Asbury Park was formally opened August 10. Walter Brookins, who holds the altitude record for heavier-than-air machines, made an ascent, but a stiff breeze caused him to lose control of his Wright biplane and it was dashed to the ground, mortally injuring a boy, severely injuring six others and inflicting wounds on Brookins, which probably will prevent him from taking any further

part in the meet. Ascents were made on the opening day by Archibald Hoxsey and Frank Coffyn. They were featureless flights, however.

Conflict between city and State automobile license laws has developed in Louisville, Ky., the State law providing that only its license numbers need be displayed. Louisville municipal authorities, however, are insisting, through the police department, on the use of the tags issued by the sinking fund.

Cross Country Race at Issy

Eight aviators started on August 7 from Issy-les-Moulineaux, France, on a cross country race of 485 miles. The start was made at daylight and before dark six of the contestants—Aubrun, Le Blanc, Memet, Lindpaintner, Weymann and Legagneux—had reached Troyes, 83 miles from the starting point. Brezi and Busson did not finish, both meeting with accidents, which wrecked their aeroplanes before they had gone more than 20 miles.

The first day was a trying one on the aviators; the sky was overcast and there was a dense haze which prevented the contestants from getting their bearings, and they had to travel by the compass. Headwinds also bothered them, and each one had to make several stops before the course was finished.

The second day's flight carried the racers to Nancy, a distance of 102 1-2 miles, and all the six men made the trip without difficulty. They were followed by a large number of automobiles, and were frequently urged to make greater speed by their partisans in the crowd. Their course had been marked for them on church steeples and the towers of municipal buildings, large flags being hung out. In the country stretches, where the buildings were few and far between, immense bonfires were kindled and the smoke arising from these helped the racers to keep to their course.

Before the race is over the contestants will have touched at Mezieres, Charleville, Douia and Amiens. Prizes totalling \$32,400 have been offered to the racers, and in addition to this a Paris newspaper has put up a prize of \$20,000 for the man who covers the distance in the shortest elapsed time.

Belmont Park Will Be Used For Meet

Following a meeting of the finance committee of the Aero Club Corporation in New York City, on August 9, it was announced that the nine-day international aviation meet would be held at Belmont Park, Long Island, N. Y., in October. There has been much talk about where this meet would be held and at one time it seemed as if it would be called off owing to the quarreling and bickering going on among those in charge of the preliminary work.

But August Belmont, Lawrence L. Gillespie, Andrew Freedman and Allan L. Ryan decided that Belmont Park was the place, and started to make the necessary arrangements to hold it

there. Men are now engaged in remodeling the grounds for the use of the aeronauts.

Up to date 14 entries have been received, nine of them from foreigners. Besides the \$50,000 which will be distributed as prizes, those taking part will have their expenses paid and will receive a percentage of the profits.

Barney to Shine at Brighton

Arrangements have been made whereby Barney Oldfield and his staff of racing drivers will perform for the benefit of the New York motor racing enthusiasts at the Brighton Beach motordrome on September 3 and 5. After several conferences held in New York between Dan J. Smith, representing the owners of the Brighton Beach track, and William H. Pickens, for Barney Oldfield, an agreement has been signed by both parties in the question and Oldfield has promised to compete in open races against all comers for cash prizes. One of the principal events will be a two-hour race, one hour to be run on Saturday and the second on Labor Day, the driver making the greatest mileage in the Saturday and Monday hour races to get a cash prize of \$1,000. Another feature event will be a sprint race for \$500.

Crack Racers to Contest for Philadelphians

Not satisfied that the recent match race at Brighton Beach really demonstrated the superiority of either man as track driver, Ralph De Palma and George Robertson have agreed to participate in another race similar to that held at the "track by the sea" at the Belmont Driving Club's track at Narberth, near Philadelphia, on September 24. Robertson will drive his 90 hp. Simplex, while De Palma will pilot either the Fiat Cyclone or a 90 hp. Fiat, the best two out of three 5-mile heats to decide the question of supremacy. The prizes offered for the contest are \$1,500 to the winner and \$500 to the loser—a record mark for such contests in the Philadelphia district.

The other events will include a 5-mile free-for-all, a 10-mile free-for-all handicap, mile record trials to establish a track record and to lower the existing records for mile dirt tracks, a 5-mile handicap for the amateurs, and price and piston displacement classes for stock cars and chassis are included, and the prizes—cash for all events but the amateur and stock cars, in which plate is offered—will undoubtedly attract many entries.

PREVENTIVES AND REMEDIES

The majority of the tire pumps in use are made with leather washers, as a packing on the plunger or piston, which washer makes or mars the pump, according to its condition. When the pumps are new the washers are lubricated with vaseline and the plunger will compress every atom of air that is sucked into the barrel and expel all of it into the tire. The pump barrel gets so hot in process of pumping even a three-inch tire that it will burn the operator's hand. This heat reduces the vaseline to oil very rapidly, until at last the leather washer is left practically dry and shrivelled and forms a very bad fit in the pump barrel.

The pump then inhales far less air on the suction stroke, and on the compression or expulsion stroke a large proportion of the air will leak past the washer, so that a much greater number of strokes is necessary before a tire will be inflated even moderately hard. These washers should, therefore, receive attention proportionate with the amount of use the pump receives, and new washers will seldom be necessary if vaseline is frequently applied to the piston washer. In emergencies, however, an excellent washer may be cut from the tongue leather of an old shoe and treated with grease from the gear box or a grease cup. The dryness of these washers is frequently responsible for the return of many pressure gauges as faulty.

Whenever the oil has been drained from the engine base it is wise to scrutinize it carefully to make sure that no abrasion is taking place in the bearings. If excessive wear or cutting action is occurring, it may be detected by the "feel" and appearance of the oil when rubbed gently between the finger tips. Under such circumstances the fine metallic particles may be detected very readily, while if bronze bushings are used the abraded metal will impart to the oil a characteristic bronze color which is unmistakable. Unless the rejected oil is reasonably free from dirt other than carbon, it is a good plan to make a thorough inspection of all bearings for play, thus locating the difficulty before damage is done.

It frequently happens that a bolt or nut is dropped into some inaccessible place, whereby much time and temper is lost in its recovery.

If the car is fitted with a magneto, a simple bar magnet can be improvised by rubbing a screwdriver against the poles of the magnets. This will be found very useful in recovering small steel objects, such as nuts or split pins, which have fallen into the gear-box or under-screen. It is important that the screwdriver be rubbed against the magnets in one direction only, say from heel to point.

Undue noise in the gear-box arises in almost every case from worn gearing or gear shaft-bearings. Many methods are used to overcome this noise, the basis of them all being the employment of a thick gear-box lubricant to serve as a vibration absorbing medium. These only differ in the nature of the medium employed, shavings, sawdust, or French chalk being mixed with the grease to thicken it. A gear-box so packed is certainly quieter, but not only is the process unmechanical, but the real cause of the noise is overlooked, and moreover the reduction in noise is obtained at the expense of power, which, added to that caused by the inefficiency of worn gearing, amounts to a serious loss. A further objection to such makeshift remedies is that the free movement of the gear sleeves is greatly lessened, and gear-changing is made difficult. A fact which must not be overlooked is that any gear-box will be noisy if allowed to run dry. The only satisfactory way to cure a noisy gear-box is to find the cause and remedy it, by renewing such gears or bearings as are worn, or replacing enough lubricant if run dry.

A foreign authority recommends the following methods of stopping a leak in a cellular radiator in an emergency, providing that the leak is not too large: If the leak is of the pin point size, it can be fixed anywhere along the road, by inserting a handful or two of bran in the radiator. It will be well to look at the pump, especially if of the gear type, after the leak has been stopped and clean out any deposit which may have accumulated. It will then be well to drain all the water from the radiator, and substitute with clean. The leak stops because a minute particle of bran has become lodged in the aperture and has expanded, effectually closing it.

COMMERCIAL MOTOR VEHICLES

Automobile Transportation in Mimic War

Among the activities of the Regular Army is the establishment by the Government of the various training camps scattered over the United States where National Guardsmen are given competent instructions in actual war manoeuvres. One of the most interesting of these camps, especially from its historical association, is the one located on the battlefield of Lookout Mountain, or more exactly, at Chickamauga Park, near the regular army post. Here for more than a month, each week

advances on its stomach, all of which are but different ways of saying how important to an army is the commissary department, and what advantage the great speed shown by the White motor truck offers the quartermaster who has one at his disposal.

In fact so satisfactory to the army officers was the operation of the truck that they stated that the one truck easily replaced six mule teams of four mules to the team. The upkeep expenses, of course, of the motor truck,



WHERE THE EQUINE IS IN THE MAJORITY

regiments are brought into encampment and trained under actual war conditions.

Among the many interesting things, one experiment was tried by Major G. G. Bailey, quartermaster of the department of the Gulf. A White motor truck was installed to transport provisions from Chattanooga to Chickamauga, a distance of 11 miles. Owing to the continuous rains, the road conditions during much of the time were unfavorable and yet the truck made daily trips to Chattanooga and on many occasions two and three trips. The average time for the trip of 22 miles was two and a half hours—the best average by army teams, seven and a half hours. It was Napoleon who said that he had “several marshalls who could plan and bring to a successful issue a pitched battle, but not one that could provision an army for a 90 days’ campaign.” In modern times we hear it said that an army

as compared with 24 mules, was very much in its favor. After the demonstration of the truck had progressed to a point where it was said by many of the army officers to exceed all expectation, various other experiments were tried.

For instance, during the army maneuvers the truck was used to distribute ammunition to the Gray army. This work was started about 9 o'clock in the morning and completed at 12, a demonstration of speed never before accomplished in the army maneuvers, it having been stated by the officer in charge that six to eight mule teams, at the greatest possible speed, would have required until 3 or 4 o'clock in the afternoon. The advantage of the speed in actual warfare is almost beyond calculation—often meaning the saving of a corps or the entire army from defeat. So great was the enthusiasm among the officers

that it was confidently stated by them that it would be but a very short time until every army post in the country would be equipped with at least one White truck.

Motor Truck Business Active

Activity is in evidence on every side in the motor truck business, which promises to be a feature of the 1911 trade. The Packard Company is finding ready sale for trucks, which are coming through at the rate of three a day. The E-M-F. will build trucks at the new plant to be erected on property adjoining the Flanders factory at Detroit, Mich. Grabowsky Power Wagon Company has many orders on the books and is looking for a big business now that the new factory is being occupied. The Beyster-Detroit is making a good looking light delivery wagon and orders on the books will take the output for months to come. The Federal, Stuart, American, Michigan and Superior Truck Companies expect good business.

On top of this the Rapid factory at Pontiac, Mich., is increasing its business all the while, and the Reliance reports big orders. Wholesalers and manufacturers are satisfied that the heavy truck is the thing for the economical handling of bulk freight, while the retailers have learned that the 1,000-pound delivery wagon is what they have been looking for in the past.

It is possible that the motor truck business is being given an impetus by the high prices of draft horses. The market for these animals is very active and they are bringing twice what they were a few years ago. Add to this the high price of hay and oats and the business man begins to make inquiries about motor-driven wagons.

Milwaukee Railway Using Motor Trucks

As the result of the campaign for better street car service and safety for the public by the Socialist administration of Milwaukee, Wis., the Milwaukee Electric Railway and Light Company has ordered four light motor trucks for use in emergency cases. The company now uses two motor wagons, one a converted second-hand car and the other a Johnson truck, made by the Johnson Service Company, of Milwaukee. It is planned to replace all horse-drawn "trouble wagons" with motor vehicles.

Orders More Automobile Fire Apparatus

So successful has been the automobile double hose wagon, now in use in the high pressure zone in New York City, that Fire Commissioner Waldo has ordered four more of the same model and also a steam fire engine mounted on an automobile chassis, with gasoline as the motive power. Commissioner Waldo is also considering installing an automobile fire engine, and has opened negotiations with several firms which supply motor fire apparatus. He has asked for bids for a motor hook and ladder truck and if he can procure one at his own figure he will add it to the fire fighting equipment of New York.

New Motor Ambulance for Milwaukee

A resolution is before the Milwaukee, Wis., County Board of Supervisors providing for the purchase of a motor ambulance for the county hospital. The county has already equipped the sheriff's office with a seven-passenger Franklin touring car for use of the deputies, and the saving in this respect makes it highly probable that the ambulance measure will be passed. The city of Milwaukee is also working out a plan for a motor ambulance for the city and emergency hospitals. The municipality owns eleven cars.

Randolph Truck Enters Munsey Tour

The only commercial truck entered in the Munsey historic tour is that of the Randolph Motor Car Company of Chicago, Ill., which has entered its new 1911 model one-ton truck to take part in the tour which calls for 1,700 miles of continuous travel. The truck will carry two drivers, a photographer and an observer, and will also be loaded with a miscellaneous assortment of baggage belonging to the crews of the cars competing. The Randolph has a capacity of 30 miles an hour, and its makers say that it will be on time at all the controls.

Seattle's Automobile Complement

The city of Seattle, Wash., owns 23 automobiles and seven motorcycles, representing an investment of \$54,810. Since the first machine was put in service \$22,337.50 has been expended in salaries to men who operate the vehicles, and repairs, supplies and other items amount to \$19,129.25, making a total investment so far in horseless vehicles of \$96,277.35.

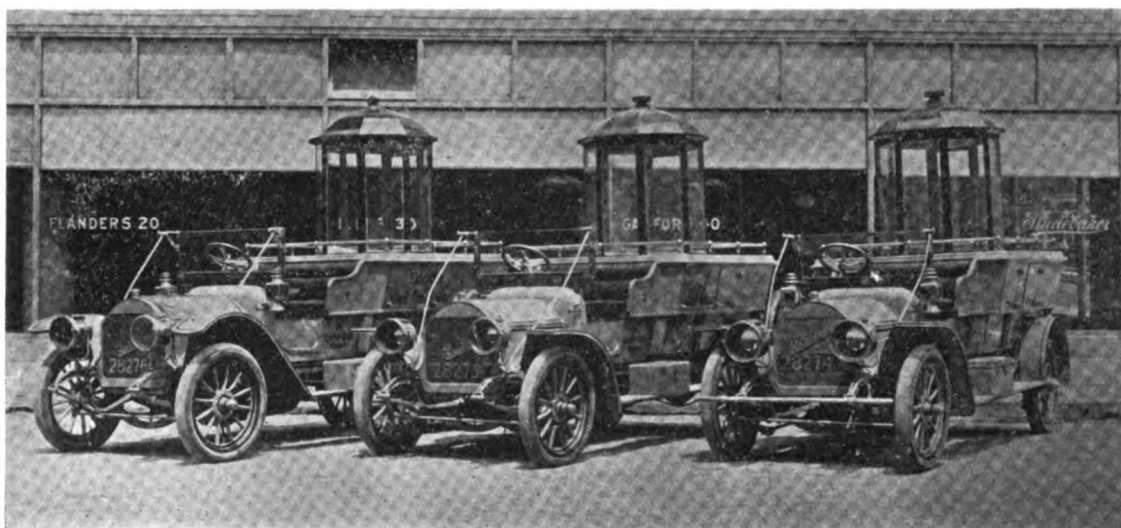
with a bill pending on the Council for the purchase of a patrol automobile at a cost of \$4,100.

Orders Compel Overtime Work

The Lansden Company, of Newark, N. J., is working overtime in several of its departments in an endeavor to catch up with orders for the electrical wagons it manufactures. The heaviest call has been for the one-ton wagon, although orders are in hand for the 1,000 pound, 1,500 pound and two-ton wagons. A double shift is being used in the machine shop, which is working 24 hours a day.

consists of a small blower from the fly-wheel and controlled by the operator through a friction clutch. The blower pipe is connected to the bottom of a conical bin, into which the rice falls after being blown to the top of the dome.

These cars are operating in different parts of the country, one on the Pacific coast, one in the Southern States, one in New York and the New England States and one in the Middle West. The cars attract a great deal of attention and the Cereal Company reports a large increase in business from the sections through which the cars are operating.



SHOWING HOW FOOD IS SHOT FROM GUNS—USING A STUDEBAKER BATTERY

Motor Trucks in Advertising Field

That the advertising feature of the automobile delivery wagon is being given serious consideration by the large manufacturing concerns whose product is sold mostly by advertising, is shown by the accompanying illustration of a portion of the automobile equipment furnished the Quaker Oats Company by the Chicago branch of the Studebaker Automobile Company. The complete installation consists of four Studebaker-Garford gasoline cars fitted with special bodies arranged to carry sample packages. The body is surmounted by a large glass dome, inside of which puffed rice and wheat is blown from a gun, giving an excellent illustration of "Foods shot from a gun."

The mechanical features of the arrangement by which the puffed rice and wheat is shot from the gun is interesting and ingenious. It

Interested in Fire Fighting Motors

Chief Charles Doll, of the Fond du Lac, Wis., Fire Department, has been granted leave or absence and an appropriation for expenses to attend the national convention of fire chiefs at Syracuse, N. Y. Chief Doll's main object is to witness the elaborate show of motor fire apparatus, as the Fond du Lac Council plans to add motor apparatus to its equipment within a short time.

Establishes Motor Freight Line

An automobile passenger and freight line is about to be established between New Castle and Wilmington, Del., by John B. Montgomery, who has purchased a Rippert car for the purpose. He has secured several contracts from farmers along the route for hauling produce.

The Club and Taxi Service Company was incorporated at Albany this week with a capital of \$2,500,000. The new company is said to represent a merger of nine taxicab concerns in New York City, who decided that the only way to fight against the exorbitant prices charged by hotel and restaurant owners for the privilege of allowing the cabs to stand in front of their places of business is by consolidation. Eighty per cent. of the taxicab concerns are reported as being in the merger, and Allen Lexow, president of the New York Livery and Auto Company, is said to be slated for the presidency of the big company.

Those who are said to be in the merger are the New York Livery and Autocab Company, which has absorbed several smaller concerns, including the New York Taxicab Company and the Hexter Taxicab Company.

Neither the New York Transportation Company nor the Yellow Taxicab, nor some of the smaller companies, have agreed to merge, however.

The new concern will have stands throughout the city, and will order its chauffeurs to report to the nearest stand, which will save considerable expense and do away with the necessity of returning to a certain stand, as is at present the case. It will also be possible to establish central garages, where repair work can be quickly accomplished.

A new company to manufacture auto trucks has been launched by Edward C. and Nicholas W. Russell, who have started a factory at La-Grange Street and the Michigan Central Belt, near the plant of the Union Stock Yards Company, in Toledo, O. The new concern is known as the E. C. Russell Company, and has a capital of \$25,000. The company has already turned out a sample truck, which it has on exhibition. It is the intention of the firm to build about 150 machines for the coming year. The engine used in the new truck has 22 hp. and the truck has a carrying capacity of 1,500 to 2,000 pounds. The Russells have employed a number of experienced machinists from other motor car plants and expect to develop their company rapidly.

The Banting Machine Company of Toledo, O., brought in another Grabowsky power wagon last week, and it was at once delivered to a Toledo company. This is the initial year for

the Grabowsky in the Toledo territory, and considering the start the other makes had, the Banting Company has done exceptionally well with them. Those that are in use by brewery and manufacturing firms are all giving entire satisfaction. The Feilbach Company, a large grocery jobbing house replaced its horse equipment with Grabowsky power wagons, and according to a statement of one of its officials, the Grabowsky system has cost only about half for the upkeep what the equine system did.

It is not improbable that the mail collecting service of the Indianapolis, Ind., postoffice will be discontinued on October 1, no bids having been received for furnishing the service when the present contract with the Overland Automobile Company expires. Bids were asked for August 3, but none were submitted. This was due to the fact that the Government wished to make only a nine-year contract, and was unwilling to purchase sufficient cars to keep running schedules within the speed laws.

Arrangements are being made to move the plant of the Mais Motor Truck Company from Peru to Indianapolis, Ind. Last week the company was reorganized and incorporated, with an authorized capitalization of \$500,000. Those interested in the company are A. F. Mais, designer of the truck; Alfred Markham, president of the Indianapolis Motor Car Company; Emory W. Spencer, who will be manager of the company, and Charles Fisher.

The Willis Auto Company, of Philadelphia, Pa., which was recently organized with a capital stock of \$50,000, has secured the Randolph commercial car for the Philadelphia territory. The company has showrooms, garage and repair shop at 8 South 39th Street. The officers of the company are J. L. Snyder, of Wellsboro, Pa., president; and George F. Willis, of Philadelphia, general manager and secretary.

An outgrowth of the Twin City Taxicab Company, the Alco Motor Car Company, was organized in Minneapolis, Minn., last week, having for its capital stock \$50,000, a majority of which is owned by the parent company held by M. R. Nyman, as trustee. He is president of the new concern. The Hudson, Baker and Alco are lines to be handled by the concern.

INDUSTRIAL AND TRADE NEWS

NEW YORK

New York

In view of the pessimistic outpouring of various more or less eminent bankers and other publicists anent the "motor madness" of the American people, and the sounding of notes of alarm thereat, a statement issued two weeks ago by the Buick Motor Company is illuminating. President Durant believed that nothing would be more effective than figures in dispelling some illusions that exist at present regarding the unsound condition of automobile concerns in general, and he therefore prepared for Bradstreet's and Dun's agencies a statement showing the condition of the Buick Company on July 1. This statement follows:

The Buick Motor Company would ordinarily prefer to submit a complete and carefully audited statement, showing its financial condition as of September 30, the close of the fiscal year, but in view of the unwise agitation against the industry and the unfair reports generally prevailing, from which our company is not exempt. I take pleasure in submitting a preliminary report covering our operations for the next four months.

Thanking you for courtesies extended and with the assurance that any further information required will be cheerfully furnished. I am,

Very truly yours,

BUICK MOTOR COMPANY.

The statement follows:

Statement of Condition of Buick Motor Co. as of July 1st, 1910.

ASSETS

Real estate, buildings, machinery, etc.	\$5,484,846.44
materials, finished and in process at factory	9,884,127.71
Bills and accounts receivable, not including amounts due from General Motors Co. or constituents.....	2,076,990.35
Total	\$17,445,964.50

LIABILITIES

Indebtedness to banks, less cash on hand	\$ 2,379,814.12
Bills and accounts payable, not including General Motors Co. or constituents	4,636,198.13
Total	\$ 7,016,012.28
Net in business.....	\$10,429,952.22

President Benjamin Briscoe, of the United States Motor Company, the \$30,000,000 motor car selling organization, has received scores

of letters from bank presidents throughout the country commending him for his able reply to Vice-President J. T. Talbert, of the National City Bank of New York, who stated that the automobile represented an economic waste. That President Briscoe struck a popular chord is evidenced by a statement from Judge O. E. Dunlap, president of the Citizens' National Bank, of Waxahachie, Texas, and at one time president of the Texas Bankers' Association.

"It is not true that bankers are distrustful because so many farmers have mortgaged their farms to buy automobiles," said Banker Dunlap. "Automobiles are the very best investments for a farmer, if he understands himself. The automobile will make the boys contented with farm life. They can go to town with a load in a few minutes and get back and do a day's work. In the evening they can take the family to lectures, concerts, or the theatre and get home in time for a good night's sleep. The automobile is one of the greatest aids to prosperity. It makes agricultural life worth living."

It will be a surprise to some people to learn that the Garford Company has severed its connection with the Studebaker interests, and that in the future the product of the former company will be handled throughout the country by various concerns. The Colt-Stratton Company, 2000 Broadway, who have been handling the Paige-Detroit and the Cole "30," will add for metropolitan distribution all the 1911 line of the Garford Company.

The Garford will continue to be manufactured by the Garford Company, at Elyria, Ohio, and the E-M-F. people will build a "40" for the Studebakers at their Detroit plant. The Garford owns a large plant at Elyria, to which it is adding another structure, affording 60,000 square feet of room, in which steel bodies for its new cars will be made and finished work put through. This new Garford line will comprise a "30," a "40," the 1910 model of which was called the Studebaker-Garford "40," a 6-cylinder motor developing about 50 hp. and a special 4-cylinder engine to be installed in the "40" chassis when specially ordered. This engine develops about 50 hp.

H. L. Stratton, treasurer of the Colt-Stratton Company, returned from a visit to the Garford factory this week and reported that work on the 1911 cars had made great progress. He declared that he expected a demonstrating 1911 "40" within the next 10 days, while one of the trucks which the Garford people are constructing is expected in New York in about two weeks. The local concern will also handle the \$1,500 delivery wagon put out by the Garford as well as a taxicab chassis.

The employes of the Continental Caoutchouc Company's New York branch and its other local departments enjoyed an outing on the shores of Long Island Sound on Saturday, August 6. A baseball game between the Clinchers and the Q. D's resulted in no score

tion of general advertising manager of the big selling organization has been created, a move that is in line with the policy of the different branches of activity. In addition to the new general advertising manager, division advertising managers will be maintained at the various plants as in the past. They will report directly to the general office in New York.

Montgomery Hallowell is well known in the advertising field, and especially in the automobile end of it. He was for several years connected with the *Chicago Tribune*, then became advertising manager of the National Cash Register Company, and later of the E. R. Thomas Motor Company. For the last three years he has been connected with the New York organization of Lord & Thomas.



RUBBER MEN (AND WOMEN) ON AN OUTING

after nine innings, and darkness prevented a continuance of the play. Bowling, short automobile trips and dancing were also enjoyed. Then came an old-fashioned clam bake and the good things, of which there were many, were made to disappear rapidly under the onslaught of the guests. The return trip to New York was made in automobiles.

General Manager Alfred Reeves of the Association of Licensed Automobile Manufacturers left the city on Wednesday, August 10, for a two weeks' vacation.

Beginning next week the advertising of the United States Motor Company will be in the hands of Montgomery Hallowell. The posi-

management to centralize the control of the

In his new position he will have supervision of the advertising and publicity of the parent company and the following concerns affiliated with the organization: Maxwell-Briscoe Motor Company, The Columbia Motor Car Company, Brush Runabout Company, Alden Sampson Manufacturing Company, Dayton Motor Car Company, Courier Car Company, Briscoe Manufacturing Company, Gray Motor Company and Providence Engineering Works.

As a result of six years of extensive experimenting, W. Irving Twombly, a mechanical engineer who is well known in automobile circles, exhibited a motor car to a group of men interested in the automobile industry.

Hartford Automobile Sundries

Your sales can be increased materially by careful attention to this line of your business.

The Hartford Rubber Works Company offer you the highest grade and most complete assortment of sundries on the market.

Highest grade because Hartford products are always the highest grade.

Especial attention is given to the packing and labeling of this product and a more attractive display cannot be imagined than the Hartford Boxes, Cans and Tubes.

The Hartford Red Circle is prominent on each package and is your guarantee to your customer of fine grade material.

Write us for our booklet on sundries.

PUT IN A STOCK NOW.

Hartford Auto Shoe Liners

Hartford Tire Sleeves

Hartford Horn Bulbs

Hartford Gas Bags

Hartford Acetylene Tubing

Hartford Auto Patches

Hartford Heal-a-cut Cement

Hartford Cement and Solutions of All Kinds

THE HARTFORD RUBBER WORKS CO.

HARTFORD, CONN.

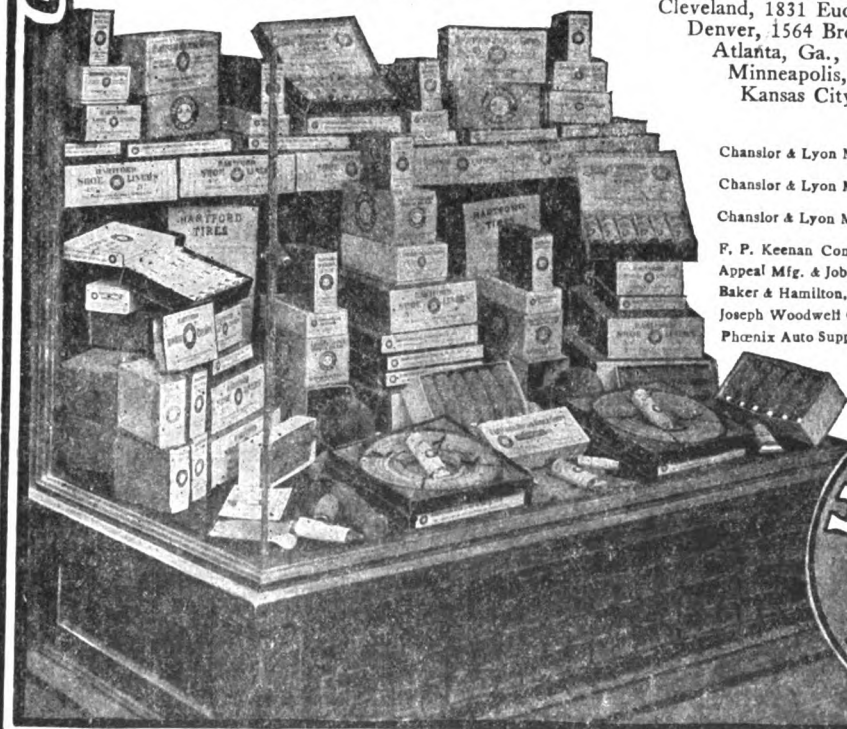
BRANCHES

New York, 57th Street and Broadway
Chicago, 12th Street and Michigan Avenue
Boston, 817 Boylston Street

Philadelphia, 1425 Vine Street
Detroit, 256 Jefferson Avenue
Buffalo, 725 Main Street
Cleveland, 1831 Euclid Avenue
Denver, 1564 Broadway
Atlanta, Ga., 94 N. Pryor Street
Minneapolis, 622 Third Avenue, So.
Kansas City, Mo., 719 E. 12th Street

AGENCIES

Chanslor & Lyon Motor Supply Co.,
Los Angeles, Calif.
Chanslor & Lyon Motor Supply Company,
San Francisco, Calif.
Chanslor & Lyon Motor Supply Company,
Seattle, Wash.
F. P. Keenan Company, Portland, Ore.
Appeal Mfg. & Jobbing Co., Los Angeles, Calif.
Baker & Hamilton, San Francisco, Calif.
Joseph Woodwell Co., Pittsburg, Penna.
Phoenix Auto Supply Co., St. Louis, Mo.



Please Mention AUTOMOBILE TOPICS When Writing.

Loose Sheets of This and Previous Sections May be Obtained by Remitting 10c. for Each

LOUISVILLE TO PITTSBURG

First Section—Louisville to Columbus

The first section of the tour from Louisville, Ky., to Pittsburg, Pa., is here given. It takes the tourist to Columbus, Ohio. The details are as follows:

From the Court House at Louisville, run north on Sixth Street to Market Street, where turn left on Shelby Street. Turn to left to Main Street and then on right to crossing. Direct into Melwood Avenue and then turn right on Frankfort Avenue. Direct to St. Matthews and then through cross-roads. Straight ahead through Middletown and continue direct ahead, passing several by-roads. Through Simpsonville and after crossing wooden bridge enter **Shelbyville** (30 miles).

East on Main Street and after crossing bridge pass road on right. Through Clay village and direct through two forks to cross-roads at Prestonia. Pass road on left and about three miles beyond pass road on right. Direct to

Graeffenburg (42.6 miles).

Pass road on right and then cross wooden bridge short distance beyond. Continue straight ahead, passing road on right and left and then over iron bridge. Pass road on right. To Bridgeport. Cross wooden bridge, pass fork on left. Cross bridge and pass road on right. Through two forks. Pass branch road and then go down long winding hill, at foot of which turn right on Second Street. Turn to left over bridge over Kentucky River. Turn right into St. Clair Street, east on Main Street, to **Frankfort** (51.4 miles).

Continue east on Main Street. Straight ahead, passing numerous forks and through several cross-roads to White Sulphur. Follow same road for about eight miles further on and enter into Market Street of

Georgetown (69.4 miles).

Cross R. R. and then continue straight ahead, crossing six bridges. Pass white cottage on right and then bear left into Corinth. Cross bridge over R. R. and then pass Blanchett Station. Direct to fork, where turn left. Cross bridge over R. R. and two miles beyond pass fork on left. Cross R. R. and bear left short distance beyond into

Williamstown (105.6 miles).

Cross R. R. and through Dry Ridge. Cross R. R. six times and then turn to right and again cross R. R. Turn to left, cross R. R., and to Crittenden. Cross bridge over R. R. To Bracht Station, after crossing four railroads. Direct through Walton, Florence and Erlanger. Half way down hill, about 6.5 miles beyond last town,

where trolleys branch on left keep straight ahead. Cross R. R. on Pike Street and left into Madison Street. Right into Fourth Street and then left into Park Place around City Hall of Covington. Continue three squares and across Ohio River. Jog to left. Right into Walnut Street and at first corner left into Fourth Street of

Cincinnati (145.2 miles).

From Fountain Square and Post Office start north on Main Street to East 13th Street, where turn up-grade to end of street. Left on Reading Road to fork, beyond trolley bridge, where turn right and through Avondale. Keep straight ahead, leaving trolleys, and direct through Reading. Through Sharon, and after crossing concrete bridge just beyond, keep right at fork. Pass Sharon Depot on left and straight through Pisgan. Follow trolleys through Mason, where trolleys turn right, continue straight ahead, taking right fork. Follow winding road along Broadway and to

Lebanon (175.2 miles).

To point of 5-roads, where bear slightly right. Continue straight through Ridgeville and Centerville, same thoroughfare becoming Main Street, which follow across Canal and R. R. to Court House of

Dayton (199 miles).

Right on East Third Street and to fork, where bear left on Springfield Street. At next fork left, shortly bearing left to fork at Harshman. Bear right and follow trolleys to 4-corners, where turn left with trolleys and through Fairfield. Straight ahead with trolley poles through Enon. Cross bridge at foot of grade and then immediately left under R. R. tracks. Straight ahead to 4-corners, where bear right. Continue on West High Street to square on right corner of Limestone Street. Turn left one block to Main Street.

Springfield (223.3 miles).

Turn right and straight east on Main Street. Continue through Harmony, Vienna, Brighton, Somerford and Lafayette. Cross R. R. tracks and straight through West Jefferson. Sharp right and left curve uphill immediately after crossing bridge. Continue straight ahead with trolleys through Alton. Crossing R. R. tracks and on brick pavement. West Broad Street. Cross R. R. tracks and bridge over river and R. R. tracks to the State Capitol of

Columbus (266.7 miles).





Are you skeptical regarding the possibilities of

ELECTRIC WELDING?

Do you doubt that the process is capable of positive results—pleasing to the manufacturer?

Have you tested the efficiency of the method that can make integral a rough drop forging and a piece of machinery steel or steel tube?

Do you know that welding by electricity is not only practical but economical?

These are questions that we can answer to your entire satisfaction; questions that we are answering every day by producing the goods.

Practically every automobile and accessory manufacturer in the country recognizes our products as meritorious and dependable.

RIMS :: TUBING :: PARTS

THE STANDARD WELDING CO.

ELECTRIC WELDING PIONEERS

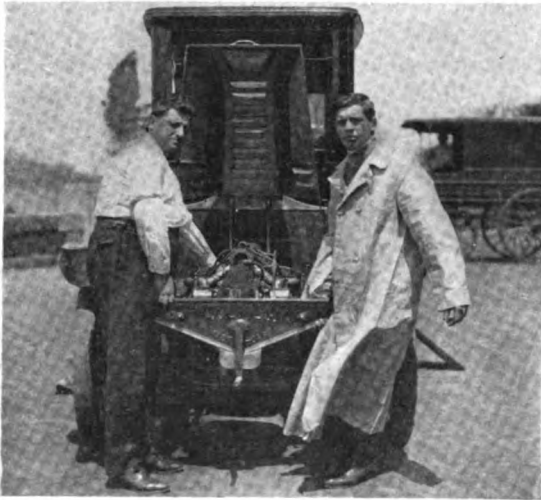
CLEVELAND

Western Representative
L. F. McCLERNAN
Monadnock Block
CHICAGO

Eastern Representative
L. D. ROCKWELL
United States Express Bldg.
NEW YORK

Please Mention AUTOMOBILE TOPICS When Writing.

which he declares will revolutionize the use of motor-driven vehicles both for commercial and pleasure purposes. The car, which was shown at the Automobile Club of America, is one of light construction and, starting next month, it will be manufactured at a plant in



TAKING OUT THE ENGINE

Long Island City by the Twombly Motors Company.

Two important features of the new car are, first, a removable power plant so arranged that it is possible to remove the motor, clutch and transmission, and substitute new ones in from three to five minutes, while the other is an automobile body so ingeniously arranged that it can be changed from a completely enclosed heated and ventilated limousine to an open car in less time than it takes to lower or raise the hood of a landaulet.

Briefly the Twombly motor differs radically from the standard type in that it uses four cylinders, run with a short two-throw crank shaft, instead of one of the usual long four-throw variety. Not only this, but with the aid of a simple and practical device which does away with all connecting rods and permits the placing of two cylinders directly opposed on the same center, the inventor is enabled to use one piston for both. This is in fact a double-acting motor, having neither stuffing boxes, piston rods, cross heads or packing of any kind, and consisting of only two cylinders and two pistons, but having, it is claimed, the same torque and balance as a four-cylinder motor.

The advantages of the quick removable

power plant are obvious. Under the present system of construction, it takes an experienced man and helper from two to twenty-four hours to remove the power plant from a machine, and as much longer to replace it, although it may take only an hour or so to make the repairs once the plant is removed. With the Twombly system the entire power plant or damaged part can be removed and replaced with another ready to run in less than five minutes. The damaged part can then go to the repair shop without laying up the balance of the machine, as a spare motor or transmission could be instantly slipped into place.

This is of tremendous importance to business men using delivery, express wagons, taxicabs and trucks. Take for instance an express company using 100 wagons. Under the present system they would have to purchase at least 25 additional machines, in order to be sure of having 100 cars constantly ready for service.

The Twombly convertible body created considerable complimentary comments when exhibited at the club. It is made of alluminum and glass, and is so constructed that it can be converted in two or three minutes, from an entirely closed, heated and ventilated limousine to an entirely open torpedo type touring body. The body is of pressed steel sills, cast alluminum frame, detachable alluminum panels, cast alluminum doors. Glass windows with wooden frames drop inside the body. The rear roof folds upon its elb, while the corner pillars fold down, forming a finished back rail.

This body can be entirely closed. It is watertight, heated and ventilated. The driver's compartment may be left entirely open, with passenger department entirely closed, or one or more windows may be dropped in passenger compartment, leaving a canopy roof; or rear quarter may be entirely open, or the entire passenger compartment may be left open. In fact, there are numberless combinations not possible in any other type of body. This body is simple, strong and durable, costs no more to build, and is much less liable to get out of order than the present type of convertible body, and, as can be readily seen, has many advantages that the present type does not possess.

Ernest H. Brandt, formerly president and general manager of the Rambler Automobile

Company of New York, has severed his connection with that company to join the sales organization of the United States Motor Company in the capacity of district manager. As district manager of the \$30,000,000 selling organization, he will have the general sales supervision in the East of the Brush runabout, manufactured by the Brush Runabout Company. Mr. Brandt's territory will comprise 18 States on the Atlantic seaboard, extending from Florida to Maine.

Mr. Brandt has had wide experience in the selling end of the automobile business. He is well fitted to manage such a large territory, having been identified in an executive capacity and handled the output of several large manufacturers. His experience in the automobile industry dates back to the opening of the first branch of the Hartford Rubber Works, at 100 Chambers Street, New York, where, as general manager, he furnished tires for the first automobiles sold in this country.

Catering to an urgent demand for an advance description of its models for 1911, the Maxwell Briscoe Motor Company has issued a preliminary catalogue, which gives an idea of its various cars for the coming season.

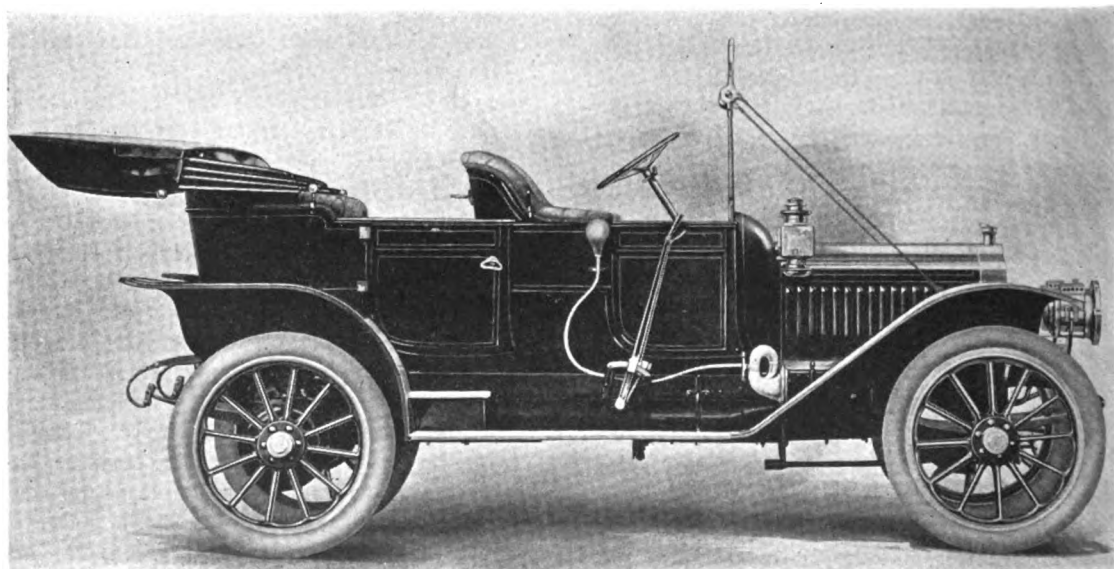
The models EA and GA touring cars and

\$1,575; this is a 4-cylinder, 30 hp., with a dual ignition of magneto and battery. The motor has a 4 1-4 inch bore and 4 1-2 inch stroke. The progressive transmission has three speeds forward and one reverse, the wheel base is 110 inches, the wheels are of the artillery pattern and the rims are quick detachable, the tires being 34 by 4 inches. The front springs are semi-elliptic, and the rear are three-quarter elliptic scroll.

The model EA is a 5-passenger touring car fitted with two gas lamps, generator, two oil side lamps, one oil tail light, horn with flexible tube, tool box, full set of tools and tire repair kit. This equipment does for the model GA 4-passenger, close coupled body touring car, and the model GA roadster, which is fitted for two passengers, and has a foredoor.

The model E-11 is a 5-passenger touring car, with the same equipment as the foregoing, but it is not fitted with a foredoor, and this also holds true of the model G-11, 4-passenger touring car. The model I is a 4-passenger touring car, listed at \$1,100, with a 4-cylinder motor with a 4 by 4 inch piston, capable of developing 25 hp. In general it is similar to the other, especially in its equipment.

Models Q-11, a 2-passenger runabout, listed at \$900, and Q-3-11, a 4-passenger touring



MAXWELL MODEL E. A., LISTED AT \$1,600

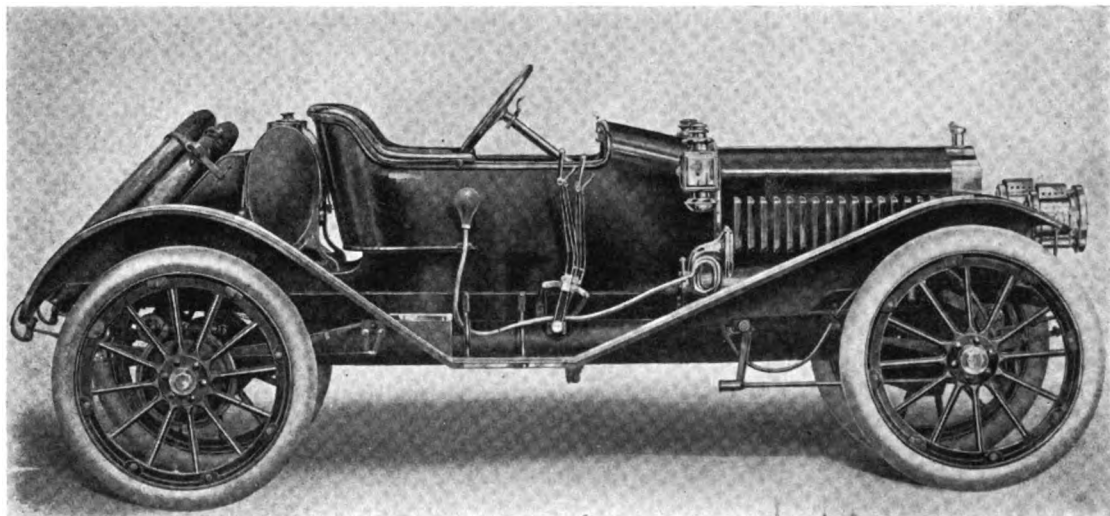
the GA roadster will sell for \$1,600 each, and fitted with the same motor as the models E-11 touring car, \$1,500; model G-11, touring car,

car, listed at \$1,100, are fitted with a 4-cylinder motor with a 3 3-4 by 4 inch piston, capable of developing 22 hp, and a 93 inch wheel

base. The equipment consists of two oil side lights, one oil tail light, horn with flexible tube, full set of tools and tire repair kit.

The model AB runabout is fitted for two

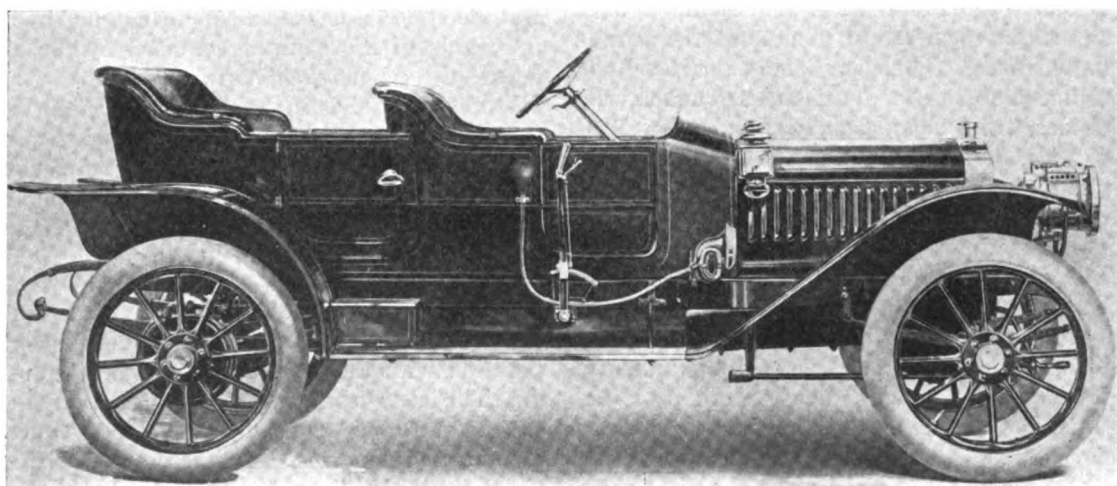
Maxwell-Briscoe Motor Company has grown to an extent where it exceeds the entire production of some manufacturers, who are generally regarded as "large producers," is shown



MAXWELL TORPEDO 30 HP. ROADSTER

passengers and has a 2-cylinder motor with a 4 1-2 by 4 inch piston, capable of developing 14 hp. It has planetary transmission, a wheel base of 86 inches, tires 28 by 3 inches, and is fitted with full elliptic springs both front and

by a statement of J. D. Maxwell, president and general manager of the Maxwell-Briscoe Motor Company, to the effect that 3,000 cars of the 1911 output have been set aside for the export trade and will be distributed in Eng-



MAXWELL CLOSE COUPLED TORPEDO TOURING CAR

rear. It is listed at \$600, and its equipment consists of two oil side lights, one oil tail light, horn with flexible tube and tire repair kit.

That the automobile export business of the

land, France, Australia, South Africa, South America, Central America, Canada and Japan. The company is establishing a chain of branch houses in foreign lands.

During the last season, South America has

been the largest field, and the first branch in that territory is being established in Buenos Ayres. Many cars were also sold in Japan, though continental Europe ranked second to South America. A distinct compliment to the quality of goods furnished by American makers is shown by the fact that in almost every case these export cars go forward fully equipped.

Charles H. Martin, well known among the trade as an expert on motor trucks and two-cycle motors, and recently connected with the Atlas Motor Car Company, of Springfield, Mass., has perfected a two-cycle engine which he claims overcomes all the objections heretofore connected with these motors. Mr. Martin is organizing a selling company for his product, and has taken temporary offices at 29 West Forty-second Street.

The Dow Tire Company of New York has made arrangements with the Empire Tire Company of Trenton, N. J., to manufacture and repair the Dow non-inflation tubes.

W. S. Hathaway, who for the past three years has been district sales manager of the Maxwell-Briscoe Motor Company, has been appointed general supervisor of all branch houses for the western district of the United States Motor Company. This territory will include branches in Minneapolis, Omaha, Des Moines, St. Louis, Kansas City, Dallas, Los Angeles, San Francisco and Seattle. His jurisdiction will cover the entire country west of the Mississippi River.

Mr. Hathaway has been closely identified with the motor trade in the South, West and Southwest, and he is one of the best informed branch house executives, particularly from a selling standpoint, connected with the industry. His identification with the Western trade began five years ago, when he went to Kansas City to manage the sales end of one of the largest manufacturers. During the three years in which he was district sales manager in the Southwest, for the Maxwell-Briscoe Motor Company, he made a splendid record for himself.

He will make a tour of inspection of all the branches under his supervision and then establish headquarters in Kansas City.

The Pope-Hartford Coral agency now occupies the former Maxwell-Briscoe salesrooms at 1932 Broadway.

Pending the completion of the U. S. Motor Company building, 61st Street and Broadway, the Maxwell-Briscoe local company has moved temporarily to its old quarters in West Fifty-ninth Street. When completed the new building will have the Maxwell, Brush, Columbia and Sampson sales rooms.

C. William Wurster, of Wyckoff, Church & Partridge, returned last week from a fortnight's visit at C. F. Wyckoff's island in the St. Lawrence.

Howard Davis, manager of the Knox branch, left last week for his vacation, which will embrace Niagara Falls, the Thousand Islands and Quebec.

Buffalo

The Rajah Auto Supply Company of Bloomfield, N. J., has brought action for \$10,000 damages against the International Automobile League, with offices at No. 71 Pine Street, Buffalo. Papers were served on the president of the league by Howard Conklin, United States Marshal for the Western district of New York, on August 2. The Buffalo concern is accused of infringing upon the rights of the plaintiff company by the alleged use of its trademark, "Rajah." The amount sued for is the alleged profit from the sale of articles, consisting of spark plugs, terminals, auto hoods, bushings and porcelains sold under the Rajah trademark. A preliminary injunction is sought from Judge Hazel until the suit is decided in the courts.

The International Automobile Tire and Rubber Company filed a certificate of incorporation with the local authorities on August 3. The new company will engage in the manufacture of tires, motor vehicles, automobiles and sundries. Its directors are Alfred C. Bidwell, William Preiss and Charles M. Bowe, all of Buffalo. The capital stock is \$1,000,000.

The Overland Buffalo Company was incorporated August 3, with \$25,000 capital. Its directors are Howard B. Smith, Gertrude C. Smith and Marlow A. Maight.

About 100 members of the Buffalo Automobile Trade Association went down the Niagara River on August 2, for their annual outing. Stops were made at Electric Beach, Island Park and other resorts.

W. M. Hoffman, Albert H., and H. D. Garretson, the latter a member of the American Society of Mechanical Engineers, have organized the Garretson Engineering Company at Buffalo, N. Y., with a capital of \$100,000 and will carry on the manufacture of aeroplanes on a larger scale than any other factory in the world.

"The machine which our company intends to make," said Mr. Hoffman, "will be different from any other machine now in use. It will be known as 'The Helicopter,' and will have a lifting capacity of 1,000 pounds. It will rise directly in the air in any altitude. The machine will be made to propel itself and will be navigable in any breeze up to 60 miles an hour. There will be no planes on the craft except the Helicopter wings, which will revolve continuously. Two sets of propellers on flexible wires extending out to a circumference of 30 feet will revolve in opposite directions, producing a gyroscopic effect, preventing the machine from tipping to one side. The machines will be a more advanced type than the present ones and will be particularly valuable for warfare operations, observations and the throwing of bombs."

Arthur W. Haile has resigned his position as retail sales manager of the E. R. Thomas Motor Company of this city.

The Pierce-Arrow Motor Car Company, this city, has issued a new pamphlet in which it has embodied the information it made public several years ago when it first started the manufacture of 6-cylinder motors. Special attention is given in the pamphlet to what are considered the points of superiority of this type of construction over the two and four cylinder motors.

Syracuse

King Smith has taken the agency for Central New York for the Matheson Silent Six in addition to the National.

After August 15, the well-known firm of Amos-Pince will be no more. The concern

for years was prominent in Syracuse and handled the Chalmers, Hudson and Lozier. Mr. Valentine, of the sale force, will continue with the Chalmers.

Nelson C. Hyde, of Syracuse, has formed a partnership with A. M. Zembeach, of Rochester, to handle the Stoddard-Dayton in Central New York with headquarters in Syracuse.

Utica

The Gunn Motor Company, recently organized to manufacture an 8-cylinder car and truck, has purchased six acres of land, bounded by Bleecker Street, Culver Avenue, Oscar Street and the West Shore Railroad. Building operations will start at once.

The Willoughby Company has completed a handsome 16-passenger coach body for a 5-ton De Dion chassis for the Briarcliff Lodge Association, of Briarcliff Manor, N. Y., which will ply between Scarborough Station and the lodge.

Rochester

The Stahlbrodt Company has been formed at Rochester, N. Y., to exploit the wind shield patents of Major H. S. Samuels. These patents are claimed to cover all types of zig-zag wind shields.

At present the Stahlbrodt Company does not intend to engage in the manufacture of wind shields, it is said. Later, when its patent rights have been fully recognized and protected, it may do so, but for the present its object is only to collect the royalties from other manufacturers to which it claims to be entitled by virtue of the Samuels patent.

The stockholders of the company are Lawrence Stahlbrodt, Allen M. Brewer and Homer Reichenbach, who is secretary of the Haloid Company.

Fulton

The Warren Distributing Company, with Hecta A. Bristol, George C. Schieffelin and Henry A. Gifford as directors, has filed articles of incorporation with the county clerk. The new firm will handle the Warren in this section.

Schnectady

C. Earl Foster, of this town, has secured the State agency for the McFarlan "Six," a

\$2,000 product manufactured at Connersville, Ind. He is now traveling through the central part of the State establishing agencies.

MICHIGAN

Detroit

That the manufacture of automobiles and accessories is in a most healthful condition in Detroit and that the outlook for the season of 1911 is even brighter than was that for this year is shown by statistics compiled from the investigation on the part of the Board of Commerce, the census taken by the city directory publishers and from private reports. Summarized, these items give an inkling of the wonderful stride that has been made in this line.

Detroit at present has 30 manufacturers actually engaged in making cars. In the new city directory 107 makers of automobile accessories are listed. About 136 dealers, sales agencies, garages, repair shops and accessory stores are placing motor products on the Detroit market.

The number of people who draw their livelihood from the automobile industry is 38,000, more than a third of the city's voting population. Of these 37,062 are employes actually engaged in the manufacture or assembling of cars or accessories.

Nineteen Detroit factories show an output for 1910 of more than 50,000 cars, so that with the other 11, which have not reported, the total approximates 75,000. These are rock bottom figures, as manufacturers' claims place the total at upwards of 90,000.

More than \$55,000,000 capitalization stands back of the Detroit concerns. The output of automobiles and accessories for the year will reach the enormous figure of \$200,000,000.

Fully 30 buildings are now in process of construction, some of them new plants and others additions or big salesrooms.

Replies from the automobile companies are of interest. Briefly they are as follows:

Abbott Motor Company, employing 185 men; capital \$300,000; output 1,000 cars. The capacity is being doubled at a cost for buildings and machinery of \$140,000.

Anderson Carriage Company, 400 men; capital \$1,200,000; output for the year, 1,000 Detroit Electrics; \$100,000 now being spent in new buildings.

Anhut Motor Company, 80 men; output 100 cars; capital \$300,000.

Beyster-Detroit Motor Car Company, capital \$250,000; employing 50 men; output 125 commercial vehicles.

cial vehicles.

Chalmers Motor Company, capital \$3,000,000; employing 2,500 men; output for 1910, 4,750 cars; improvements amounting to \$150,000 being made.

Carhartt Automobile Corporation, capital \$500,000; now employing 50 men; output 25 cars a week; extensive improvements being made.

Cadillac Motor Car Company, employs 3,700 men; made and sold 8,000 cars this year; another big building to be erected this fall.

Demotcar Company, employs 200 men; capital \$1,000,000; output 1,000 for 1910.

E-M-F Company employs 12,000 men at its various factories; capital \$3,374,000; output 150 cars daily; improvements in next six months will reach \$500,000.

Ford Motor Car Company, employs 3,970 men; capital \$8,250,000; output for the year, 23,000 cars.

Grabowsky Power Wagon Company, capital \$500,000; employing 350 men; output this year 500 wagons; improvements to the extent of \$250,000 are just being completed.

Herreshoff Motor Company, capital \$140,000; employing 100 men; output for 1910 was 650 cars.

Hudson Motor Car Company, employs 500 men; is producing 4,600 cars for the year; new factory in Fairview will cost \$500,000, and force of men will be quadrupled.

Metzger Motor Car Company, capital \$1,000,000; employing 1,000 men; this year's output, 1,000 cars; contracts for 1911 call for 4,000; improvements amounting to \$125,000 are under way.

Owen Motor Car Company, capital \$500,000; employing 400 men; output 500 cars of 1910 model.

Hupp Motor Car Company, capital \$250,000; employing 350 men; output for this year 7,500 cars.

Packard Motor Car Company, has 7,211 men on the staff regularly, and now is producing 15 pleasure cars and three trucks daily.

Paige-Detroit Motor Car Company, capital \$100,000; employing 120 men; output for this year 500 cars.

Regal Motor Car Company, capital \$1,000,000; employing 950 men; output for this year 4,500 cars; capacity being increased at a cost of \$200,000.

Warren Motor Car Co., capital \$100,000; employing 225 men; output 800 of the 1910 models; new buildings being finished at a cost of \$125,000.

Welch-Detroit Company, capital \$500,000; employing 200 men; producing 300 of the 1910 models.

Companies which have not responded and from which definite figures have not been obtained are the Brush Runabout Company, Federal Truck Company, K-R-I-T Motor Car Company, Lozier Motor Company, Sibley Motor Car Company, Stuart Commercial Car Company, American Motor Truck Company, Michigan Motor Truck Company and Superior Motor Truck Company.

The number of men employed at some of the parts and accessory companies is a revelation to the average Detroiters himself. For instance, the Aluminum Castings Company has 1,500 on the payrolls; American Motor Castings Company, 800; Briscoe Manufacturing Company, 1,800; the Everitt Company, 800; Gemmer Manufacturing Company, 350; Hayes Manufacturing Company, 700, but will employ 1,400 by October 1; Rands Manufacturing Company, 300; Peerless Automobile Radiator Company, 225. A number of the big concerns preferred not to give figures.

There has been a reorganization of the K-R-I-T Motor Car Company whereby W. S. Piggins has become president; Kenneth Crittenden, designer of the car, vice-president; and B. C. Laugglin, secretary and treasurer. J. E. Winney, well known in the field, will be sales manager. The company is now working full force and the first of the 1911 models are coming through.

The Brush Detroit Motor Company, the selling branch house in Michigan for the Brush runabout, has declared another big dividend. This time it is 50 per cent. in cash; the June dividend was 25 per cent. Paul McKenney is manager of the company, which is controlled by the Brush Runabout Company.

The Abbott Motor Car Company is shipping 1911 models, cars having gone to Los Angeles, San Francisco, Philadelphia, Pittsburg, Kansas City and other places. The company expects to ship six daily, right along.

Plans are being prepared for a two-story and basement salesroom and garage at 750 Woodward avenue for the Michigan Buick Auto Company. It will be 245 by 150 feet, and in addition will have a machine shop 50 by 100 feet.

Not less than 50 representatives of the Cadillac Motor Car Company have taken their demonstrating cars home by the overland route. To date Cadillac dealers from the following cities have visited the factory and driven home in their new cars: White River Junction, Vt.; Youngstown, Pittsburg, New York City, Jersey City, Jacksonville, Taunton, Sioux City, Minneapolis, Oshkosh, Fitzgerald, Ga.; Waterloo, Ia.; Syracuse, Elmira, Cedar

Rapids, Ia.; Fort Dodge, Providence, Johnstown, Worcester and Louisville.

Mayor Breitmeyer bade Godspeed to a party starting for Jacksonville, Fla., in a Cadillac "30," just out of the factory. Clarence Nolan, of that city, owner of the car, was accompanied by P. M. Ball, of the Jacksonville Times-Union, and A. W. Walker, of that city, and M. W. Crossley, of Detroit. From the favorite starting point, at the Hotel Pontchartrain, they headed for Toledo and Cincinnati. They intend to blaze a new way to Atlanta over the mountains. No time limit has been set, but they will keep plugging until the Cadillac lands them at Jacksonville.

In reference to the report of a big dividend by the E-M-F Company, President Flanders says that it was a semi-annual dividend of \$250,000. Mr. Flanders called attention to the fact that the plants are running right through this summer, 2,500 cars being shipped in July, with the outlook just as good for August.

H. A. Mitchell is now a member of the engineering staff at the Hudson Motor Car Company. He was with the Chalmers, and later was an official in the Abbott Company.

The Ayres Engine and Motor Company, of Trenton, which is 15 miles below Detroit, on the river, has been incorporated, with a capital of \$100,000.

J. C. Coe, representative of the Chalmers Motor Company at Moosejaw, Saskatchewan, left Detroit on Sunday, August 7, in a "30" demonstrator, which he is now driving home. He will cover 1,800 miles on the way and go over some territory never before traversed by a motor car. Mr. Coe says that the Canadian farmers are taking to the automobile and the business outlook for 1911 is excellent in consequence.

A combination automobile-motorcycle will be made here and called the autoette. It will have two wheels and two small auxiliary wheels, which can be raised or lowered at pleasure. The engine will be started with a crank, there will be a shaft drive, elliptical springs on the rear wheels and other improvements, such as a seat for the driver instead of

a saddle. The Horton Autoette Company, capital, \$100,000, will manufacture the hybrid.

Charles E. Baker and Charles H. Gowin will be State distributors for the Warren-Detroit and will take over the big garage and salesroom now occupied by the Winton Company, 736-740 Woodward avenue.

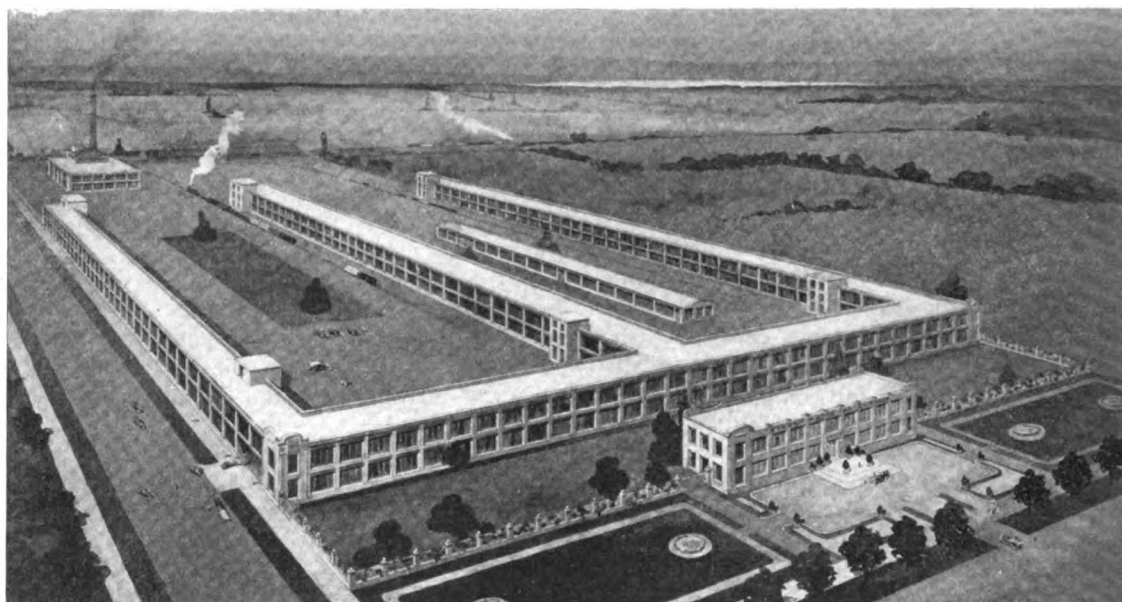
H. H. Thorpe is manager of the Lion Motor Sales Company, which will handle the product of the Lion Motor Car Company of Adrian.

At a gathering of the stockholders and district managers of the Metzger Motor Car Company, 4,000 of the Everitt "30" cars for

It would be possible for the Metzger Company to build more cars, as the factory equipment of automatic machinery is the best obtainable, but B. F. Everitt, the president, does not want any rush work.

After the meeting of managers, D. S. Walraven, president of the Georgia Motor Car Company of Atlanta, secured the agency for that territory and contracted for 400 cars. He insisted on the immediate delivery of some of them and saw a carload shipped on Saturday, before he left for home.

John Heath, consulting engineer of the University of Virginia Aero Club, is touring



THE NEW HUDSON FACTORY BUILDINGS

1911 were allotted. The cars now are coming through and the men from all over the country who were in attendance are very optimistic over the future. Those from outside who attended the convention were Walter L. Githens, of Chicago; H. O. Harrison, of San Francisco; H. J. Koehler, of New York; J. W. Bowman, of Boston; C. A. Benjamin, of Syracuse; W. Wayne Davis, of Philadelphia; Mr. Packwood, of Lincoln, Neb.; William Johnson, of Denver; Mr. McArthur, of St. Louis; Mr. Maxwell, of Indianapolis; Mr. Band, of Kansas City. John Sibley, of Detroit, president of the Security Automobile Company, Michigan distributors for the Everitt car, also was in attendance.

Italy in a Hupmobile. He writes that the little car, with three passengers, carrying in all 600 pounds, had no trouble in making the grade between Genoa and Florence, which is considered about the worst in the sunny clime. His sister drove the car in Florence and has the distinction of being the first woman to drive a motor car in the old Italian city.

A few weeks ago, when an illustration of the new \$500,000 factory of the Hudson Motor Car Company was published in these pages, it seemed foolish to set the time of their completion for September 15th. Little more than the foundations and the very beginning of the superstructure had been completed, but

the photograph reproduced gave a very fair idea of the immensity of the buildings.

What has been done in these few weeks will be seen by an examination of the photographic reproduction shown on page 1274. There is, in addition to the main buildings, a testing building, shipping building, power house and office building.

These buildings are all of reinforced concrete and are strictly fireproof. They have been built so that two additional stories may be added at any time. The Hudson Motor Car Company also has an adjoining tract of land on which a duplicate of the structure, now in course of erection, can be built if necessary.

The new factory covers 122,352 square feet or 2.8 acres. The total floor space amounts to 223,500 square feet or 5.1 acres. Twenty acres are devoted to the site and surroundings of the new factory. The main building will be over 600 feet long. It will be one of Detroit's longest buildings. It will have three wings.

Directly in front of the factory building proper is the office building. This will contain the executive offices, sales and show rooms, model rooms, and features of the most modern factories. This is of white concrete with a court in front.

This new home of the Hudson was made necessary by the great popularity of the Hudson car. Scarcely three months after it had been put on the market present quarters were outgrown. The three factories which it now uses were even insufficient for the company's needs. It has been producing cars only twelve months, but 4,200 have been sold. This is the largest and most successful first year of business of any automobile company in the history of the industry.

The Hudson plans for 1911 have not yet been announced, but it is probable that the new factory will enable the company to produce more than twice its 1910 output.

The Schweppe & Wilt Manufacturing Company, of this city, makers of automobile parts, has received rush orders from the Speedwell and Mitchell companies. Conditions are reported fully as good as they were a year ago.

The recent order for 169 machines and the immediate shipment of 153 from the Buick

factory to R. H. Collins, manager of the Kansas City branch, shows that crops must be all right, for Mr. Collins says he has a ready market for them.

The Goodfellow Tire Company, of this city, has increased its capital from \$30,000 to \$250,000.

Detroit Commandery, No. 1, has an official car for the big Knights Templar convention in Chicago this week. A Warren-Detroit has been specially prepared for the occasion by General Manager J. G. Bayerline, and it will be used by officers of the local commandery in making their official calls. The car has a black body with white stripes and running gear, set off by red upholstery and a black top lined with red, so it is sure to be noticed.

Pontiac

J. H. Newmark, of the Oakland Motor Company, returned this week from a seven weeks' trip through Western cities in the interest of his company. He reports a bright outlook for the 1911 trade, and says that the Western agents are preparing to handle more Oakland cars than they have ever before.

Jackson

The Jackson Automobile Company of Jackson, Mich., has shipped a carload of Jacksons to Japan. Sales Manager F. A. Davis says there will be a splendid market in the land of the Mikado.

OHIO Toledo

The first 1911 Cadillac "30" was received early in the week by the Lichtie Automobile Company and has been kept busy since making demonstrations. The Lichtie Company has been sold out of the 1910 cars for three or four weeks and has been lining up prospects on the merits of the car until the demonstrator arrived. During the last year the Lichties have sold about 100 Cadillacs in the local territory and that they expect to increase their sales considerably for 1911 is evidenced by the fact that they have placed an order for 150 of those cars.

The Union Supply Company, the local agent for the Chalmers, has had its 1911 demonstrator for two weeks and has taken orders for

about a dozen to be delivered as soon as the factory can turn them out. The Chalmers has also been a popular seller in the Toledo field during the last season and has kept about neck and neck with the Cadillac in number distributed. Manager Swindeman says it will probably be a month before deliveries on the Chalmers will be coming along in quantities to fill orders.

The Oldsmobile Special demonstrator has been received by the Collingwood Auto Company and Manager F. C. King has several prospective sales about ready to close up. He handles the Oakland in connection with the Olds and it will be about 30 days before the new models of that car begin to come through. King got started late last year in the field with the Olds and Oakland, giving him only about six selling months. He disposed of 35 machines. It is his intention to get into the harness early this year and he expects to sell at least 100 machines, which his contracts call for.

The Cole Motor Sales Company has sold out its cars for 1910 and has closed up temporarily awaiting the arrival of next year's models. A. H. Peiter, the manager, intends to completely reorganize the company, increase the capital, and go after the business on a larger scale for the fall trade. He will establish a number of new branch agencies throughout northwestern Ohio and will employ more salesmen. He will undoubtedly take on another car to sell at a higher price. He has two or three makes in view, but has not closed for any.

Announcement has been made in the local territory of the 1911 E-M-F. "30s" and Flanders "20s." The announcement gave little change in the touring model, which will come along at once. The roadster and other new types will not be ready for delivery until January 1. This has been a great year for the E-M-F. in northwestern Ohio, and the Blevins Auto Sales Company has placed about 250 of them, including the Flanders cars.

The Roberts-Toledo Auto Company, the Ford dealer, is still selling the 1910 cars and the deliveries are coming along nicely. This has been a banner year for the Ford and in point of sales it is probably second in this ter-

ritory. The Roberts Company has several branches in northern Ohio towns, which it conducts in connection with the Toledo business. The company also has a number of sub-agencies which are conducted on the percentage basis. Stanley Roberts, the manager, says the branch system is by far the most successful and he expects to open several more in the early fall. The managers of these branches receive a salary and commission and in towns where the plan has been installed the sales have increased wonderfully over the sub-agency plan.

The Toledo Auto and Garage Company, agent for the Everitt "30," Jackson and Detroit Electrics, has taken on the Hudson line. The Hudson was formerly sold in connection with the Chalmers by the Union Supply Company. The new agent has placed a large order for the Detroit-made machines and expects to do a heavy business, making it the headliner. The company has a large number of sub-agents in Ohio and will put men out at once to close up contracts with these different agencies for the new line. The company has not received its demonstrator yet, but one is promised for early delivery.

F. S. Rockwell, Toledo Buick manager, says this has been the most prosperous selling year the Buick has had in northern Ohio. Deliveries of the Buick have been good, and this has helped a whole lot in placing them through the country. Rockwell says when a farmer makes up his mind to buy a car he wants to step into a salesroom, and when he decides on the make he wants to be able to get into the machine and take it with him. "More sales, I believe, are lost in not having the cars on hand when the prospect is ripe than in any other way. I have made it a point to have cars on the floor at all times, if possible, and this has made a large number of sales for me," said Rockwell.

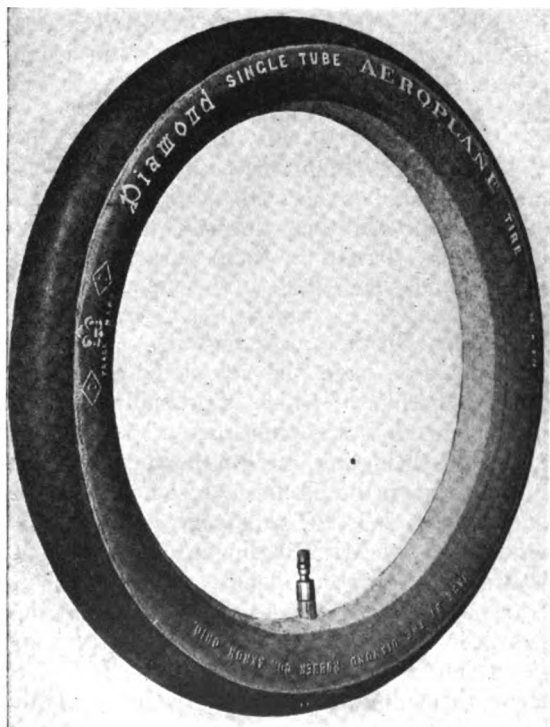
The Maxwell-Briscoe Company, under the management of W. H. McIntyre, is another firm that has done a big business for the season now closing. Heretofore the Maxwell was handled in connection with the Mitchell as an agency proposition. January 1, the Maxwell-Briscoe Company opened as a factory branch

and since that date about 150 machines have been sold. The company has announced its 1911 models, although it has several orders to fill yet with 1910 cars.

The Atwood Automobile Company expects to receive its 1911 Marmon demonstrator at an early date. The Marmon has been sold in Toledo only a year, but in this time has become exceedingly popular and next season promises to be a prosperous one in that make for the Atwood Company. The Atwood Company is also distributor here for the Overland, and these are being delivered at the rate of 15 to 25 a week. The Overland has the first position in regard to sales in northern Ohio, the local agent having distributed nearly 1,000 of them.

Akron

Having manufactured automobile tires for 12 years and bicycle tires for an even longer period, the Diamond Rubber Company was naturally called upon to produce an aeroplane

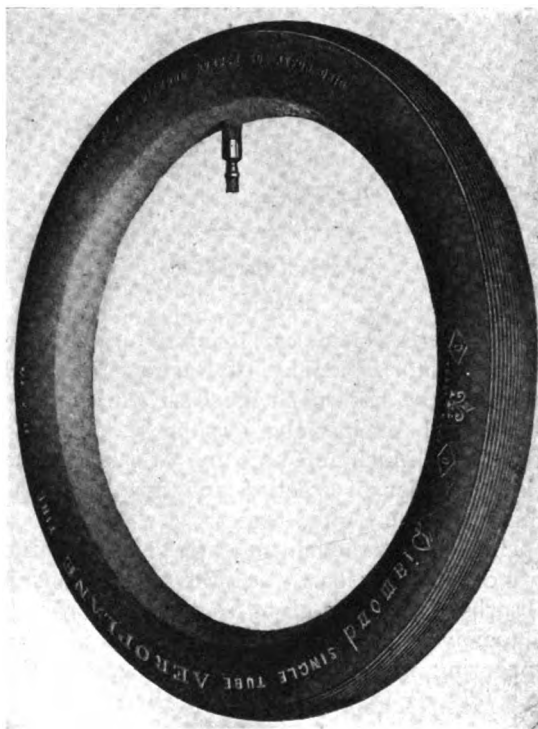


PLAIN TREAD

tire. The two types of Diamond aeroplane tires shown here, one with the usual rubber tread and the other with a tread of chrome

leather, have aroused considerable interest among aviators, especially in the case of the leather treaded tire.

Most types of aeroplanes use from two to four rubber tired wheels for running along



CORRUGATED TREAD

the ground in starting and also for stopping, in the latter case a spoon brake like the old bicycle type, braking directly on the tire itself, is used. On all rubber tires the action of the brake is somewhat destructive to the tread. This and the further fact that the tires, while necessarily light in weight, must also be strong enough to resist the shock occurring each time the machine alights, presented important problems to be met in building aeroplane tires.

It is for the purpose of obviating the wear of the spoon brake that Diamond aeroplane tires, in addition to the type with an extremely tough rubber tread, are also made with the tread of chrome leather. The latter type has been pronounced ideal by examining aviators. The Diamond aeroplane tires are of the single tube type.

Cleveland

The Consolidated Motor Car Company, of Cleveland, has been incorporated at Columbus

for \$4,000,000. The company has been chartered to manufacture both gasoline and electric automobiles as well as motor boats. The incorporators are G. A. Howells, L. R. Canfield, Thomas D. Russell, J. L. Bradley and Ralph Blue.

The Auto Shop Company, which recently occupied new salesrooms on Euclid Avenue, has leased the large building next to its Vincent Avenue garage and will double the capacity of the old garage.

WISCONSIN

Racine

The Pierce-Racine car, manufactured by the Pierce Motor Company, of Racine, Wis., will hereafter be known as the Case and will be distributed exclusively by the J. I. Case Threshing Machine Company, of Racine, the oldest builder of traction and threshing machinery in the United States.

Under an arrangement entered into by the two concerns late last week, the Case Company absorbs the entire output of the Pierce Motor Company and the product will lose its identity appearing under the name of Case, gaining the prestige of the name and deriving the benefit of an immense organization consisting of 8,000 agents and 700 traveling representatives now employed by the Case Company.

The production of the Pierce Motor Company will be tripled at once. A. J. Pierce, designer of the famous Pierce motor, will continue in that capacity, and James G. Cowling, general manager of the Pierce Company, will hold the same position under the new arrangement. The Pierce Company was one of the first in America to build gasoline motors for vehicles, but it was not until two years ago that complete cars were marketed.

The interests controlling the Case Company appear in the Pierce concern. When it was decided to build complete cars, the Pierce Engine Company was reorganized as the Pierce Motor Company, with a capital stock of \$300,000, and Charles L. McIntosh, of Milwaukee, an official of the J. I. Case Threshing Machine Company, was elected president. Mr. McIntosh died at Naples last spring. It is now necessary to again reorganize the company, and the arrangement with the Case concern is one of the first steps.

The Pierce-Racine car is licensed under the Selden patent. The production for 1911 was figured at 1,000 cars, but this will be increased to 3,000 if it is at all possible to increase the facilities to this extent within the present season.

It is not known what the effect of the new arrangement will be in respect to present agencies, but it is believed the important ones will not be disturbed.

A large number of workmen who left Racine, following the disastrous fire of December 12, 1909, which destroyed the plant of the Racine Manufacturing Company, the largest builder of motor car bodies in America, are returning because of shut-downs and slack times in other motor car centers. Most of them went to Michigan. All who have returned are being given employment at Racine because of the rush of work in the Wisconsin city.

Paul Hass, of Racine, has brought suit against the town of Turtle, Rock County, Wis., for \$4,000 damages. On July 3, while motor-ing with Mrs. Haas, his car was wrecked at the approach to a bridge, which was in a dangerous condition because of neglect. Mr. and Mrs. Haas were seriously injured.

The License Committee of the Racine Common Council has decided to recommend for adoption the chauffeur license ordinance, providing for a license for each operator of a motor car. The fee is \$1.

Moeller Brothers, of Baraboo, Wis., carriage makers, have just completed a portable garage, the like of which is probably nowhere in existence. It was built upon a special order from Otto Ringling, one of the famous Ringling Brothers, the circus man, whose home is at Baraboo, Wis. The garage is on wheels, with room for Mr. Ringling's touring car. It is drawn on a special flat car and in this way transported from city to city. Mr. Ringling has been the owner of several cars for some years, but until this year has been forced to leave them at home while traveling with the circus. Last spring he took a car with him, loading it on a flat car, but the long railroad trips in all sorts of weather were not conducive to longevity in the car. The portable garage will be a great improvement, especially in protecting the car.

Milwaukee

The Highland Garage Company, of Milwaukee, Wis., has been incorporated with a capital stock of \$1,000 by A. F. Eckstein, S. W. Glover and C. M. Arndt.

Arguments on the motion of the defendants in the \$500,000 conspiracy suit brought by the Velie Motor Vehicle Company, requiring the plaintiff to make the complaint more definite, will be heard by Judge Halsey in the Circuit Court for Milwaukee County, Wis., on August 30, being postponed from August 1. Four of the 26 original defendants have been held subject to the complaint, as follows: The Locomobile Company of America, the Chalmers Motor Company, Pope Manufacturing Company and Pierce-Arrow Motor Company.

The will of Charles A. Welch, president of the Welch Brothers Motor Car Company, Milwaukee, representative of the Packard and Rauch and Lang electrics, disposes of an estate valued in excess of \$245,000.

Fond du Lac

The Longdin & Brugger Company, of Fond du Lac, Wis., manufacturers of motor car tops, dashes and other novelties and accessories, has purchased a large tract of land adjoining its present plant. The concern has outgrown these quarters and in anticipation of a big year, is planning to make additions. Officials of the company say nothing in the line of new construction will be done before the spring of 1911.

Automobile owners at Fond du Lac, Wis., are planning to organize as the result of a long siege by tire wreckers. Nails, glass and tacks have been distributed over some of the finest roads leading out of the city. Several boards with nails protruding, placed in a row about one inch apart, have been picked up.

Clintonville

At a meeting of the directorate of the Badger Four-Wheel Drive Auto Company, of Clintonville, Wis., recently organized, it was decided to lease the machine shops of Besser-dich & Zachow, inventors of the four-wheel drive to be used in the new car, until a new plant can be erected. The company has re-

ceived several good orders and deemed it inadvisable to wait until new works can be erected. The production of cars was begun on August 1.

PENNSYLVANIA

Philadelphia

The Philadelphia E-M-F Company has entered into a contract with the Hudson Motor Car Company, of Detroit, to represent the latter organization in the Quaker City and vicinity. The Philadelphia E-M-F Company was incorporated during the present year under the laws of Pennsylvania by J. C. Schwartz, J. E. Gomery and Frank Yerger. Frank Yerger was well known in this city, having been one of the motoring pioneers here. He was one of the first racers in the city, his first contest being on a board track at the first automobile show in the First Regiment Armory. Since then he has taken part in all the race meets and endurance contests held in this vicinity. Messrs. Gomery and Schwartz were both strangers to Philadelphia and the automobile business. They first obtained temporary quarters in Chestnut Street, and later removed to their present commodious quarters at Broad and Callowhill Streets, in the same building which houses the Philadelphia Automobile Trade Association. Their territory for the Hudson car will include this city, Pennsylvania and New Jersey.

The Lorraine Motor Company will shortly erect a model garage with all the appurtenances of a first-class clubhouse, at 37th and Ludlow Streets. W. L. Walker, Joseph Booth, George Cutler, Thomas Perry and E. Moore are interested in the project. For the exclusive use of ladies, there will be a private entrance from the street to a suite of rooms, including a reception hall, parlor, two dressing rooms and a bathroom, equipped with two showers and a vapor bath. On the opposite side of the building, also with a private entrance from the street, will be a similar suite fitted up for the exclusive use of men. The equipment of these apartments will include private lockers, billiard room and library.

The business of Gorson's Automobile Exchange has been concentrated at the establishment at 617-625 Arch Street. Samuel Gorson, proprietor of the exchange, has con-

tracted for enlargements of the headquarters. He has closed the Broad Street branch.

Tom Smart, formerly chief salesman for the White Company's local branch, has joined the factory force of the Hudson Motor Car Company. He will be the Eastern representative of the company and probably will make his headquarters in Philadelphia.

C. C. T. Smith has taken charge of the accessory department of James L. Gibney & Bro., and not Mr. White, as was inadvertently stated recently. Mr. Smith has been with the Packard branch for some time, but left it to take charge of the growing Gibney interests.

York

YORK, PA., August 10.—This year has been a very good one for local automobile manufacturers and agents, some of the dealers saying it has been the most prosperous in the history of the local trade. Four factories are located in the city and almost every make of car is represented by agents here. The manufacturing companies are the Hart-Kraft Company, Martin's Carriage Works, the Pullman Motor Car Company, and the B. C. K. Motor Car Company.

The Hart-Kraft Company will produce models B-6, B-5 and B-4 during the 1911 season, beginning next week. The owners are making the removable power plant with the three point suspension, one of the features of their machines. The cars will be 16 and 18 hp. The average price of the automobiles is about \$1,500. The plant has been running on full time during the last year, and has enough work listed to keep the factory busy for several months.

Martin's Carriage Works, for many years manufacturers of horse-drawn vehicles, has recently turned its attention to the manufacture of commercial automobiles, and has found a ready sale for them. The company is producing models E, F, G and H, of 18 hp., and model J, of the 14 hp. The price of the cars ranges from \$1,400 to \$1,800. Officers are preparing to double the output during 1911. Practically no change will be made in the designs for the coming year.

The B. C. K. Motor Car Company made the last shipment of 1910 cars last week, and began immediately on 1911 cars, sufficient

orders for which will keep the factory running on full time until next February. Although this plant has only been operating since last October, the Kline-Kar has won a number of prominent contests. The company will increase its output for next season by 50 per cent., manufacturing at least four different models.

The Pullman Motor Car Company started work on its 1911 models July 15, after completing its most successful season. It contemplates producing 50 per cent. more cars next year. There will be three models, ranging from 30 to 60 hp. Agencies have been placed.

Pittsburg

That this is the age of specialization is an assertion that few will attempt to deny. A concern that specializes on its product has an advantage over its competitors in many ways, greater proficiency following inevitably as the result. This is one of the reasons for the popularity of the product of the Banker Wind Shield Company of Pittsburg, which devotes itself exclusively to the manufacture of the Banker wind shield. It also accounts for the fact that these are busy days at the Banker factory, although as a rule the sale of automobiles and accessories usually slacks up during the months of July and August, due no doubt to the majority of motorists having already purchased their cars. At no time this season has the activity at the factory decreased or the output diminished and the force is as busy as ever endeavoring to catch up with orders. The early appearance of the 1911 model cars has already been remarkable on Pittsburg streets, and is no doubt responsible for the demand for wind shields.

While the Banker wind shields for 1911 will present no radical change in general design or appearance, close inspection will show many improvements in detailed construction. This is especially noticeable in the new automatic ball ratchet hinge of the double folding shield, which, by merely raising or lowering the upper half, any desired angle may be obtained, as well as a complete double fold over the hood, thereby making a shield to suit all sorts and conditions of weather. In this shield the vexatious problem of making a clear vision shield with no metal strips across the glass to obstruct the driver's view of the road has been solved, and at the same time by the setting of

the upper glass fold one quarter of an inch lower, and forward of the lower glass fold, it absolutely prevents any possibility of rain, wind or dust coming through.

The double fold over the hood is obtained by means of an expander placed inside the telescoping rods, and fitted at the end with a wheel that tightens or releases the tension as desired; the shield may be raised or lowered instantly without the driver leaving the seat.

Reading

The striking employes of the Parish Manufacturing Company, manufacturers of automobile underframes, are still out, although the plant is running with a limited force. Many of the skilled mechanics have left the city for automobile plants located in other places. The strike has been in progress for a period of four weeks.

INDIANA

Indianapolis

INDIANAPOLIS, Ind., August 8.—About 40 persons in an even dozen Premier cars made a "tour of mystery" yesterday. They gathered at University Park and each guessed the destination, the number of miles and the stipulated running time. The destination proved to be Springport, 60 miles, and the running time four hours. Miss Beulah Fox won first prize, a thermos bottle; John J. Darmody took second prize, an auto clock, for distance; and the third prize, for time allowance, was won by Mrs. S. A. Keeler. The trip was arranged by the Premier Motor Manufacturing Company and the Gibson Auto Company, Premier agents.

The Parry Manufacturing Company, in announcing its 1911 line, states it will manufacture eight models, ranging from \$1,000 to \$1,850. The lowest priced car will be a roadster. The line will be marked by the large tires stipulated as regular equipment.

An Indiana sales branch has been opened at 312-314 North Delaware Street by the Oakland Motor Car Company, the agency of the State Automobile Company for Oakland cars having expired July 31.

In bringing out its 1911 line, the Empire Motor Car Company is making a decided change from the 1910 line, stating it will use

shaft instead of chain drive. The factory equipment is now being changed to meet the requirements of the new line.

H. J. Schwartz, who has been in the automobile trade at Atlanta, Ga., for some time, has become sales manager of the Holcomb Motor Car Company, agents for the Packard.

A new carburetor manufacturing concern has been organized here under the name of the Chapin Manufacturing Company. It has been incorporated with an authorized capitalization of \$20,000. Those interested are George F. Quick, William S. Polling and D. Rosenbaum.

In addition to placing several of their Cole "30" cars in Brazil and Egypt, the Cole Motor Car Company, of this city, sold last week to J. de Peandignies, of the Chateau de Frontenac, Natoye Belgium, a "30" roadster of the speedster type.

The Henderson Motor Sales Company, general sales agents for the Cole Motor Car Company, of this city, has established a Pacific branch for the Cole "30" in San Francisco, Cal., and F. W. Cole, Jr., will act as its manager. This gives the Cole "30" four distributing centers on the Pacific Coast—San Francisco, Los Angeles, Portland and Seattle.

South Bend

It is estimated that between \$150,000 and \$200,000 is invested in automobiles in Kosciusko County, Ind., and that Warsaw residents have in the neighborhood of \$60,000 worth of cars. This amount does not include the money represented by the garages. The number of cars sold by Warsaw dealers during the present season is astonishing and far beyond the expectation of the most optimistic agent. Many of the new cars were bought by well-to-do farmers, who have come to the conclusion that they are as much entitled to a luxury of this kind as the city folks. The Warsaw dealers believe that next year will be even better than this season has been, and are closing contracts for the purchase of many cars for next year's business.

The Studebaker Automobile Company reports that it has been busy all the time and the usual slackening of trade in the summer season has not been experienced this year.

Muncie

The Inter-State Automobile Company, which has recently entered the automobile racing field, captured third place in the 50-mile free-for-all race on the beach track at Galveston, Tex., on August 4, with its racer, which was driven by Al Brinker.

Minneapolis

R. D. Humphrey, sales manager for the Northwestern Cadillac Company; G. A. Ringlund, superintendent of the mechanical department; and G. R. Walding, manager of the St. Paul branch, brought a 1911 demonstrator touring car from the Detroit factory to Minneapolis, a total of 864.1 miles, in 35 hours and 15 minutes actual running time. The average speed was 24.51 an hour, and 51 gallons of gasoline were used at the rate of 17 1-3 miles per gallon.

John S. Johnson, manager of the Minneapolis branch of the Winton Motor Carriage Company, has sold to Charles Gard, the American Association ball team manager, six Wintons and a demonstrator, and has given him the Indianapolis agency. Mr. Johnson will establish week-end runs every other Saturday, the owners to vote on the choice of routes by postal card. W. A. Edgerton, of the Barclay Automobile Agency, has gone with the Winton Company.

The Western Motor Supply Company has opened a warehouse at Tenth Street and Nicollet Avenue. It has been incorporated at \$50,000. and will handle automobile supplies. R. A. Steckbauer is president.

Art E. Kelly, formerly of the Stoddard-Dayton, Locomobile and Pierce Agencies, has resigned and gone to New York. On his return he will re-enter the automobile business.

NEW JERSEY

Newark

Clarence H. Schuyler, for some time assistant manager of the New Jersey branch of the Buick Company, last week assumed management of the local branch of the Haynes Automobile Company. He will have full charge of the New Jersey territory, with a salesroom at 266 Halsey Street.

C. S. O'Loughlin, secretary and treasurer

of the Breese Carburetor Company, has made the announcement that in addition to a regular business of building carburetors, strainers and check valves, a part of its new plant has been equipped for the overhauling and rebuilding of automobiles.

One of the most important changes that will occur in the topography of Newark's automobile row this autumn will affect the Essex County Overland Company and the Atlantic Motor Car Company. The former concern, of which William H. Ackor is president, will become known as the New Jersey Overland Company, having taken the entire State as its territory for the coming season, and will remove from the corner of Branford place and Halsey Street to the present salesrooms of the Atlantic Motor Car Company, 228-30 Halsey Street. The Atlantic Motor Car Company, which handles the Stoddard-Dayton cars, will be headed by Richard Newton, formerly in charge of the New York establishment. The concern will remove from its present quarters to the new fire-proof garage building now being erected by Benjamin Lissner at Bleeker and Halsey Streets, opposite Hahne & Company's store, thus giving it one of the largest showrooms in the city, with complete storage and garage facilities in the new four-story building. The changes are scheduled to take place October 1.

S. H. Stern, for several years manager for the Linkroom Automobile Company, at 239 Halsey Street, agents for Lozier and Oldsmobile cars, has severed his connection with the company and starts out as the New Jersey representative for the Lozier Company. Mr. Stern will conduct an aggressive sales campaign in this territory, and will eventually locate a salesroom in this city. For the present he will have his offices at the Lozier Company's salesrooms, in Broadway, New York City. The Linkroom Automobile Company will continue to handle Oldsmobile cars.

J. Ludwig, Inc., local agents for the Black Crow cars and the Randolph truck, will shortly move into the three-story building which is nearing completion at 279-281 Halsey Street. Another concern, which will have the agency for the Cole "30," will occupy the same building.

W. Harry Osborne, general manager of the new Commercial Maintenance and Motor Company, which started in business last week in Holle's garage, on Shipman Street, handling the Grabowsky power wagons, has issued a statement saying that the company intends to confine its attention strictly to the commercial end of the motor car business, and the garage will be devoted exclusively to the service of users of commercial vehicles.

WASHINGTON, D. C.

Work was started this week on the new show rooms for the firm of Emerson & Orme, agents for the Regal and Apperson cars in this city. The new home of the concern will be on the north side of H Street, between 14th and 15th Streets, N. W.

E. G. Moon, of the Moon Motor Car Company, is enjoying a stay at the National Capital. During his visit here he is the guest of John S. Larcombe, Jr., local agent for the Moon car.

Tylee Pollock, Olds representative in this city, has completed plans for the remodeling of his show rooms at 1018 Connecticut Avenue. The building will have a straight glass front with an entrance at one side, instead of in the center as at present.

GEORGIA

Atlanta

The Primo Motor Company has secured the large three-story building located on the Georgia Railroad, at Powell Street, and has installed special machinery for the manufacture of Primo cars. The building is conveniently located for the receiving of material and the shipment of cars, and is arranged for the manufacture of from 500 to 1,500 cars a year. The floors are well lighted and have more than 15,000 square feet of floor space.

The machine shop, assembly rooms and factory offices will be located on the ground floor. Storage and stock rooms will be located on the second floor and the third floor will be the paint shop.

Although the organization of the factory force has not been completed, the following men will look after the present manufacture of the cars: B. F. Ulmer will be in charge

of the sales department and publicity work; E. E. Horine, formerly of the E. R. Thomas Motor Car Company at Buffalo, N. Y., will be in charge of the engineering department, assisted by M. F. Legg; George I. Coggin will be plant superintendent. The \$200,000 stock has been entirely subscribed.

The company will market this year four models, a light roadster or runabout of 100-inch wheel base, 24 hp. unit motor at \$1,250; and a roadster of 110-inch wheel base, 30 hp. unit power plant at \$1,500. In the touring car models it will build both four and five-passenger cars on the 110-inch wheel base chassis, with 30 hp. unit power plant. These cars will list at \$1,750 complete, with English striped mohair top, headlights, oil lamps, Prest-O-Lite tank, jack, horn and tools.

The Primo Motor Company was organized May 7, 1910, with the following officers: E. Van Winkle, president; J. F. Askew, vice-president; W. O. Field, secretary; E. A. Cerf, treasurer; E. Van Winkle, J. F. Askew, W. O. Field, E. A. Cerf, John B. Daniel, S. S. Selig, Jr., H. S. Johnson, H. S. Miles and W. A. Sims, directors.

KENTUCKY

Louisville

F. A. Clegg, a prominent Louisville business man, has returned from a 1,600-mile tour to Paw-Paw Lake, Mich., and return, making the entire trip in a Haynes "40." He reports no mishaps except a few tire troubles.

The Fiscal Court, of Louisville, has voted in favor of purchasing a Packard automobile for the use of its members in inspecting work on the county roads, but the purchase has been held up by injunction proceedings started by members of the court, who were opposed to the automobile being bought.

The city of Louisville, which is now using automobiles in the police and fire departments and in the street construction department, has announced that it is in the market for a \$2,000 car to be used by members of the board in making inspections.

Advertising is to-day just as legitimate an expense of any business, as a factory, a selling force and a salesroom.

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INCORPORATIONS

Toledo, O.—Toledo Timetest Tire Co., with \$10,000 capital. Incorporators: E. H. Winkworth, F. W. Coughling, F. E. Miller, H. W. Isenberg and Charles Weirich.

Cleveland, O.—Cleveland Motor Truck Mfg. Co., with \$250,000 capital. Incorporators: W. S. Cottrekk, H. E. French and F. C. Van Cleaf.

Wilmington, Del.—Federal Motor Co., with \$400,000 capital.

Boston, Mass.—Boston Garage Co., with \$50,000 capital. Incorporator: J. D. Smith.

Detroit, Mich.—Steeley Auto Engine Co., with \$150,000 capital. Incorporators: M. G. Delowey and Charles M. Steeley.

Cleveland, O.—Kissel Kar Co., with \$10,000 capital. Incorporators: E. H. Put, A. Lezius, E. E. Gott and W. B. Davis.

Rome, N. Y.—Stevens Mfg. Co., with \$50,000 capital. Incorporators: S. B. Stevens, A. L. McAdam and T. I. Wetzel. To manufacture and sell carburetors, motors and automobile supplies.

Brooklyn, N. Y.—Cooper Auto Exchange, with \$25,000 capital. Incorporators: C. C. Cooper, J. H. Lent and H. A. Miln.

New York, N. Y.—Ethylight Co., with \$250,000 capital. Incorporators: R. E. Taylor, R. C. Shall and J. V. Usera. To manufacture lamps and lighting devices.

Plainfield, N. J.—Automobile Distributing Co., with \$2,500 capital. Incorporators: A. B. Laing, H. W. Marshall and E. M. Laing.

Newark, N. J.—Wallace-De Wilde Co., with \$10,000 capital. Incorporators: H. A. O'Brien, J. B. Wallace and Herbert De Wilde.

Danbury, Conn.—Green Auto Co., with \$30,000 capital. Incorporators: J. W. Green, S. E. Ryder and Clayton G. Haviland.

Madison, Wis.—Ritter Automobile Co., with \$25,000 capital. Incorporators: H. R. Ritter, J. C. Harper and Homer Z. Webster.

Boston, Mass.—American F. N. Co., with \$20,000 capital. Incorporators: E. L. O.

Portland, Me.—Eastern Blaugas Co., with \$1,750,000 capital. Incorporators: C. E. Eaton, A. F. Jones. To manufacture an illuminant known as Blaugas.

Akron, O.—Automobile & Supply Co., with \$10,000 capital. Incorporators: G. S. Patterson, H. A. Stahl, E. J. Thorbaben, F. C. Carroll and C. P. Colley.

New York, N. Y.—Lovelace Aeroplane and Motor Co., with \$25,000 capital. Incorporators: H. Amerman, F. W. Marshall and E. M. Morrison.

MICHELIN



Protect Car
and
Passengers



ANTI-SKIDS

The Mitchell Six

The only six cylinder car in the
world that sells for so little money

\$2,000.00

Silent as the Foot of Time

SPECIFICATIONS: Motor, 4¼x5. Transmission, selective type. Wheels, 36x4. Wheelbase, 130 inches. Ignition, magneto and dry cells. Color, dark blue, cream running gear; option, dark maroon, cream running gear. Tool Boxes, steel baked enamel. Seating Capacity, seven passengers. Steering Wheel, natural finish. Springs, platform type. Body Options, seven-passenger touring car or close-coupled body. Equipment, oil lamps and horn; full tool equipment, including jack.

Mitchell

Racine, Wis., U. S. A.

F. O. B. Racine, Wis.

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1911 Model New
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Touring Car

Toy Tonneau

Speedster

Each \$2150



Style, Luxury, Quality, Strength, Speed.
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Mercer Automobile Co. Box 126, Trenton, N. J.

Please Mention AUTOMOBILE TOPICS When Writing.

MONOGRAM OIL

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WHENEVER endurance of car or motor is vitally important, you will find that Monogram Oil is selected for the work.

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SUCH oil efficiency as these men demand is seldom required by the average motorist, but it is comforting for the user of Monogram Oil to know his car will never be subjected to lubricating troubles under ordinary or extraordinary conditions.

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THE DIAMOND RUBBER COMPANY

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GRAY & DAVIS LAMPS

STANDARD OF
THE WORLD

Gray & Davis
Amesbury, Mass.

575,000

Bosch Magnetos

Manufactured and Sold

Automobile Calendar

August 1-15.—Circuit of Ardennes, Royal A. C. of Belgium.

August 1-September 15.—Industrial Vehicle Competition, under the auspices of the A. C. of France.

August 3 to 13.—Aviation Meeting, under the joint auspices of the city of Boston and the Harvard Aeronautical Society at Soldiers' Field, Cambridge.

August 10 to 19.—Dates selected for the proposed Aviation Meeting at Asbury Park, N. J.

August 12.—Indiana Balloon Race, under the auspices of the Aero Club of Indiana, to be held at Indianapolis.

August 12, 13.—Motor Vehicle Reliability Run, under the auspices of the North American, Philadelphia, Pa.

August 13.—Hill Climb, under the auspices of the Stamford, Conn., Automobile Club.

August 15.—Start of the Munsey Tour from Philadelphia, with Washington D. C., as the final day's destination.

August 15, 16 and 17.—Elimination Races at Larchmont, N. Y., for the power boats to defend the Harmsworth trophy in the international race at Larchmont on August 20.

August 19-20.—Second 24-Hour Race of the season at the Brighton Beach Track, under the auspices of the Motor Racing Association.

August 20.—Track Meet at Columbus, O., under the auspices of the Columbus Automobile Club.

August 20.—International Motor Boat Race for the Harmsworth Trophy over a course off Larchmont, N. Y.

August 21.—Mont Ventoux Hill Climb, Vonclusen A. C.

August 23.—Track Meet, under the management of Cheyenne, Wyo., Motor Club.

August 26, 27.—Elgin Road Races to be held under the auspices of the Chicago Motor Club.

August 31 to September 8.—Nine-day Reliability Run, under the auspices of the Automobile Club of Kansas City, Mo.

September 2, 3, 5.—Three-Days' Automobile Race Meeting at Indianapolis Motor Speedway.

September 3-6.—Liedekerke Cup, Ostend Cup and Voiturettes Race, under the auspices of the Royal A. C. of Belgium.

September 5.—North Wildwood (N. J.) Automobile Club's Beach Race Meet on Ocean Drive.

September 5, 10.—Automobile Races at the State Fair at Minneapolis, Minn.

Please Mention AUTOMOBILE TOPICS When Writing.

September 7, 8, 9 and 10.—Reliability Run, under the auspices of the Automobile Club of Buffalo, N. Y.

September 9 and 10.—Track Meet at Providence. R. I., under the auspices of the Rhode Island Automobile Club.

September 10.—The race over San Francisco Park roads and boulevards, under the auspices of the Automobile Club of California.

September 10, 11 and 12.—Reliability Run, from New York to the Catskill Mountains, where a hill climb will be held on the 12th, under the auspices of the Motor Contest Association.

September 12 to October 12.—Automobile Races held in connection with the Appalachian Exposition at Knoxville, Tenn.

September 15.—Hill Climb at Oklahoma City, Okla., under the management of the Oklahoma Automobile Club.

September 15-22.—Road Races to be held at Lowell, Mass., under the auspices of the Lowell Automobile Club.

September 17.—American National Championship Balloon Race, to be held in Indianapolis, Ind.

September 17.—Power Boat Race through Whirlpool Rapids, Niagara Falls, N. Y., for purse of \$1,000 and a gold cup.

September 17.—Track Meet, under the joint auspices of the Automobile Club of Syracuse, N. Y., Syracuse Automobile Dealers' Association and the New York State Fair Association.

September 17.—Track Meet, held under the auspices of the Norristown, N. J., Automobile Club.

September 18.—Semmering Hill Climb, A. C. of Austria.

September 21, 22, 23.—Three-day Reliability Run, under the auspices of the Louisville, (Ky.) Automobile Club.

September 24.—Annual Santa Monica Road Race, under the auspices of the Licensed Motor Car Dealers' Association, of Los Angeles, Cal.

October.—Reliability Run, under the auspices of the Chicago Motor Club.

October.—Reliability Run, under the auspices of the Worcester (Mass.) Auto Club.

October 1.—Sixth Annual Vanderbilt Cup Road Race to be held on the Long Island Motor Parkway and the surrounding roads. Under the auspices of the Motor Cups Holding Company.

October 1.—Track meet at the Illinois State Board State Fair at Springfield, Ill.

October 2.—Gaillon Hill Climb, promoted by L'Auto.

October 6, 7 and 8.—Automobile Races at the Orange County Carnival at Santa Ana, Cal.

October 7, 8.—Race Meet at the Indianapolis Motor Speedway. Indianapolis, Ind.

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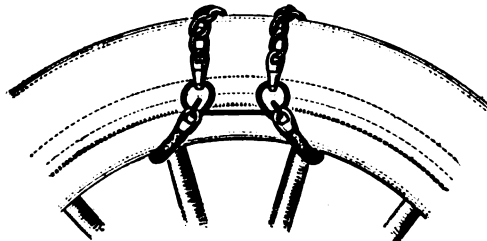
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Model A B Runabout, 2 cylinder	14	600 f.o.b.

October 7 to 11.—Virginia Reliability Run, under the auspices of the Washington (D. C.) Post.

October 8.—Automobile Races at the Interstate Fair, Spokane, Wash.

October 8.—Date selected for the start of the Chicago-New York Aeroplane Race, under the joint auspices of the New York Times and the Chicago Evening Post, for a \$25,000 prize.

October 8.—Third Annual Fairmount Park Race, under the auspices of the Quaker City Motor Club, Philadelphia.

October 8 to 13.—The St. Louis National Aero Show, to be held in the Coliseum Building, under the auspices of the Aero Club of St. Louis.

October 10 to 15.—Track Meet at the Arkansas State Fair at Hot Springs.

October 15.—Race for the Grand Prize of the Automobile Club of America to be held over the Long Island Motor Parkway and adjoining country roads.

October 15 to 23.—The International Aviation Meeting to be held under the direction of the Aero Club of America at a field in the vicinity of Garden City, L. I.

October 17.—Start of the 1910 International Balloon Race from St. Louis, Mo.

October 20, 21, 22.—The Fall Meet of the Atlanta Automobile Association at the two-mile motor-drome at Atlanta, Ga.

October 23.—The Portola Road Race in San Francisco, Cal.

October 27, 28 and 29.—Three-day Track Meet, under the auspices of the Dallas (Tex.) Automobile Club.

November 5 and 6.—Track Meet, under the auspices of the New Orleans (La.) Automobile Club.

November 5, 7.—Los Angeles-Phoenix Road Race.

November 10, 12 and 13.—Track meet at San Antonio, Tex., under the auspices of the San Antonio Automobile Club.

November 24.—Mile High Hill Climb at Redlands, Cal., under the auspices of the Mile High Hill Climb Association.

November 24.—Road Race, under the auspices of the Savannah (Ga.) Automobile Club, over roads in the vicinity of Savannah.

November 24, 25 and 26.—Race Meet at the Los Angeles, Cal., motordrome.

December 1 to 8.—First Annual Aeronautical Exhibition under the auspices of the Aero Club of Illinois. To be held in the Chicago Coliseum.

December 3-18.—Twelfth International Salon of the Automobile, the Cycle and the Sports, under the auspices of the A. C. of France.

February 27 to March 4, 1911.—Fifth Annual Automobile Chow, under the auspices of the Kansas City (Mo.) Automobile Dealers' Association.

March 4 to 11, 1911.—Boston Automobile Dealers' Association's Annual Show in Mechanic's Hall.

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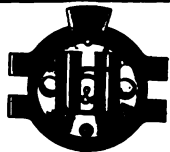
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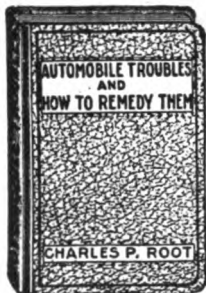
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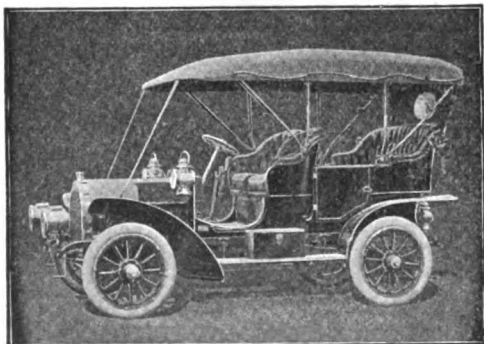
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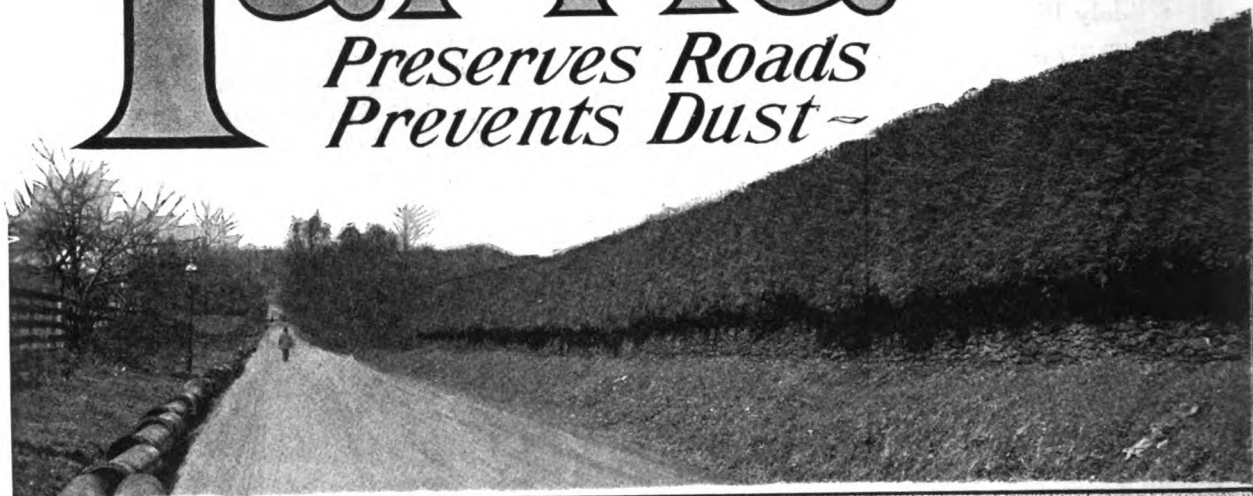
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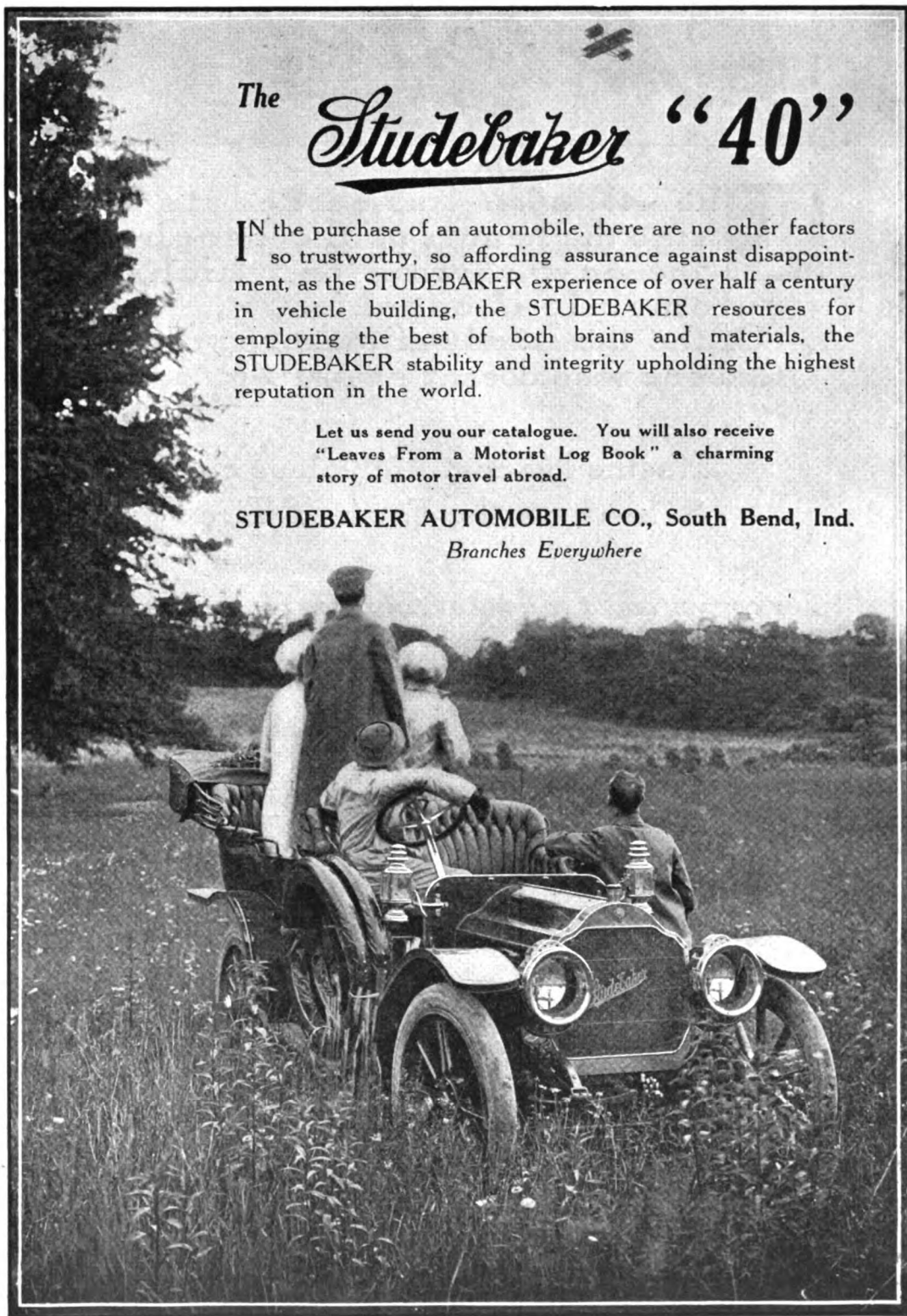
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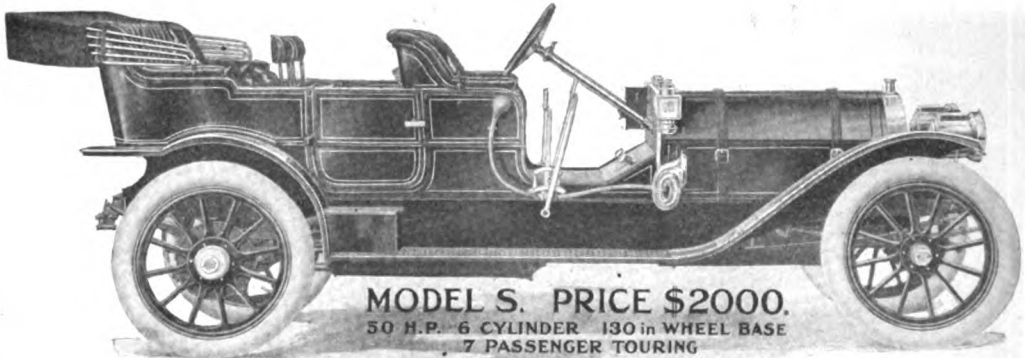


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Automobile Topics

Illustrated

Vol. XX.

NEW YORK, AUGUST 20, 1910.

No. 20.

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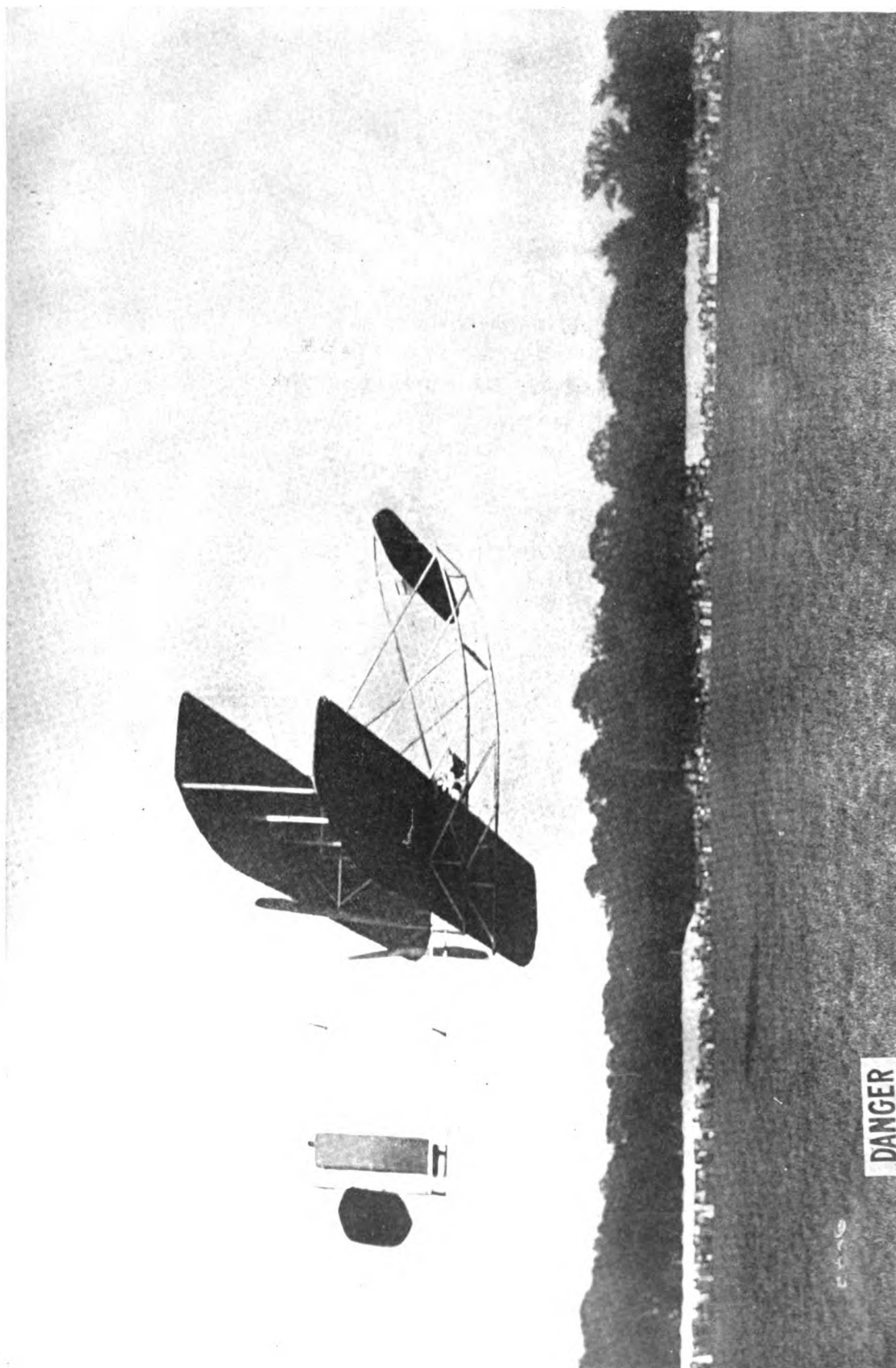
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THE AVIATION MEET AT ASBURY PARK, RALPH JOHNSONE IN A WRIGHT BIPLANE

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS

Published by AUTOMOBILE TOPICS (Incorp.)

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NEW YORK, AUGUST 20, 1910

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TOPICS

THAT SOME BANKERS should look askance upon the steadily increasing use of the motor vehicle is not surprising, for much buying of cars reduces balances at the banks; but why a railroad man should join with the bankers in lamenting the present condition of affairs is something of a mystery. The railroads get a very considerable share of the money spent for automobiles, their freight bill for completed cars alone amounting into the millions. However, verbal missiles were launched some time ago, and probably accomplished a great deal in deterring some timid people from following their original intention of becoming motorists. For a time it was only persons interested in the industry—manufacturers, etc.—who took up the cudgels in defense of the article attacked. Since then there has been shown a friendly disposition by men who would not be expected to rush to its defense. Not only do they point out solid reasons for buying automobiles, but they carry the war into the enemy's camp by asserting that selfishness and other unworthy motives actuate the bankers, at least.

WHEN ALL IS SAID and done people will buy automobiles or not as the arguments pro and con seem to sound to them. No coterie of bankers will stop them from investing their money in such vehicles if they really want to do it, and this regardless of whether or not it is wise to do so. A few timid souls may be frightened off, and it is this class that the bankers undoubtedly had in mind when they launched their diatribes. To a very small extent, therefore, their efforts were successful and their objects achieved. But the mass of people will continue to do their own thinking on such economic questions as this, and arrive at a decision according to their own judgment.

IT BEGINS TO LOOK to an unprejudiced observer as if the time is about ripe for a housecleaning in the track racing camp. A number of very pretty squabbles are in evidence, and some very curious things have happened. The prevailing belief that there is money in the racing game has led a number of people to become promoters, and the competition for "attractions" is becoming keen. A curious thing about it all is that the A. A. A. seems to cut very little figure in the matter.

THERE IS EVERY PROBABILITY that the motor vehicle will at last play an important part in politics when the fall elections roll around. It is becoming increasingly evident that motorists—many of them at least—are at last aroused and in earnest. If they will disregard their political affiliations to a reasonable degree and convince aspirant candidates that they are determined to have justice in the matter of automobile legislation much will undoubtedly be accomplished. The average candidate, and by this is meant the average politician, has a very keen ear for sounds that presage an upheaval among voters, and it is only necessary to convince him that the motorists mean business to insure his walking a chalk line. There is only one danger to be avoided. That is, to keep this motorists' movement from becoming the tail of any political party's kite. Much as the average motorist is interested in having his wrongs redressed, he is not going to stand for any open and shut game to deliver him to any political party—especially one to which he does not belong.

ONE OF THE FIRST to break a lance in defense of the motor vehicle was Colonel George Harvey of Harper's Weekly, that rock-ribbed, conservative paper that has stood so long against vagaries—political and social. He says:

The automobile ought to be encouraged, not cut off like a sore finger. But can the farmers afford it? Probably not in all cases. Many may buy a little ahead of time to please the children. But the American farmer is not a dunce. He knows what he can afford as well as the banker, who is the real profligate, with his run-about and brougham and touring-car and two chauffeurs.

No, sir! Reliance can be placed upon the common sense of the farmer, the doctor, or the tradesman. He may get nipped once, but not twice or thrice. Wholly aside, then, from the gross injustice of attacking a manufacturing industry which has grown to enormous proportions, it is unfair, short-sighted, and mean to make the automobile the goat for all of our pecuniary difficulties, general depression, and other ills. Let the bankers go west on vacation instead of Europe, where they do leave wads and wads of good American money, and it is dollars to doughnuts they will change their doleful note to a tune more patriotic.

In other word, the bankers should cast the beam out of their own eyes, and people who buy automobiles should be credited with having horse sense.

A DIFFERENT TYPE OF MAN is Editor Brisbane, of the Hearst papers. With that faculty for getting on the popular side of many controversies, that has had much to do with making his influence so great, Brisbane says:

* * * I believe it is better for a citizen to take his money and buy an automobile for the sake of giving his wife and children a little pleasure in God's green out-of-doors than leave it in the bank of Mr. Fairbanks and his friends to manipulate. * * * I hope to see the time when they (automobiles) are common as buggies, and, by the way, the people of this country buy 90,000 buggies every year.

And yet nobody ever accuses them of being "buggy mad," in spite of the fact that they have bought tens of millions of buggies.

BRAVADO MARKS A REPORTED utterance of State Senator J. S. Frelinghuysen, of New Jersey, who has the Governor's bee buzzing very busily in his bonnet. He is said to have said that "if nearly everybody who owns or leases an automobile is unalterably opposed to me by my folly and obstinacy as a State Senator, it is obvious that I cannot be elected Governor by catering to this class. Therefore, I will appeal to all who do not own automobiles and never use them, and as they are in the majority, I must stand to win." In other words, political lines will be obliterated in the forthcoming campaign, and the Honorable Joseph will win in a walk!

CONNECTICUT HAS A LAW forbidding the use of muffler cut-outs, and recently efforts have been made to enforce it. Trouble has been encountered, however, owing to the fact that some policemen are unable to tell whether mufflers are open or closed. There must be something the matter with such policemen.

A CURFEW FOR MOTORISTS has been proposed. It is asserted that if the curfew rang at 11 o'clock each night it "would give the people who own cars ample time for all the riding that would be good for their health and all the enjoyment they could reasonably expect from touring, and it would, at the same time, give the quiet people who live in much frequented thoroughfares the chance to live and die in peace." But isn't 11 o'clock too late?

THAT THERE ARE 350,000 automobiles in use in this country is the statement made by a well-informed manufacturer. Enormous as the figures are—being two or three times as great as the total number throughout the remainder of the world—there is no reason to doubt their substantial accuracy. As this manufacturer observes: "There is no parallel in industrial history for the career of the motor vehicle."

A PHENOMENALLY SUCCESSFUL automobile manufacturer is of the opinion that there are five things necessary to a successful end, and then proceeds to enumerate them, as follows: "Money, material, machinery, merchandise and men." The last of these is the hardest to get, he says. Of course, he means men with brains, and goes on to say that "we don't often find them, and when we do we never pay enough for them." Of men of a certain kind there is no lack; but it is men with brains; men who can do things and do them right, that we are all looking for. The measure of a concern's success is proportionate to its success in discovering such men.

AEROPLANES ARE TROUBLE-MAKERS for fair. Not for years have Germany and France been so stirred as they are at present over the little matter of flying over fortresses. The Germans charge that Frenchmen have been making a practice of doing this, thereby, it is believed, imperiling the secrets of these strongholds. As the adventurous Frenchmen refuse to take the hint and stop "peeking," some excitable Germans have threatened to shoot. But France got even, for one of her citizens turned his back on a German to whom he had been presented and refused to acknowledge the introduction. At the present writing honors clearly rest with France.

THIS IS THE DAY OF COINCIDENCES. Globe-girdling long ago ceased to be novel in its ordinary form. But when a woman turned the trick she got all the space in the newspaper that even she could possibly desire. This globe-girdler—a courageous and level-headed woman finished such a trip this week, with all the eclat that must accompany such performances. And here is where the coincidence gets in its work. It is announced that another woman is to circle the globe. This searcher after adventures is the

wife of a very famous racing driver, who will accompany her; and the two are announced to make "the triumphal tour of the world."

AND NOW COMES a Chicago judge who refers to an automobile as "a deadly weapon." When a chauffeur was haled before Judge Gemmill, of Chicago, on a charge of assault, the learned magistrate remarked: "There's been an inexcusable mistake on the part of the police in your arrest. You are charged with plain assault. The maximum fine is \$100. Your offense really is assault with a deadly weapon, carrying a sentence of six months in the workhouse." The next thing to come will be when some legal luminary, hailing from some seat of learning on the Wabash, will have the motorist arrested on a charge of concealing a deadly weapon, referring, of course, to the monkey wrench the automobilist has snugly tucked away in his tool case.

THE AUTOMOBILE is playing a leading part in the political campaign in Michigan, and candidates for State offices are covering what would have been impossible territory in the days when the motor car was not. As it is a man will make dates at from six to twelve towns in a day, his advance representative making all arrangements for the citizens to meet at the court house square, or some other place, at, say, 10 o'clock. Just at that time the automobile comes tearing into sight and the candidate steps out, shakes hands all around and then delivers a short speech. On to the next town, 10 miles away, where they are due at 10:45, and he is right there to go over the same ground. There isn't a town nor a hamlet that escapes the candidate now. It is a hard grind to cover 100 miles or more in a day and make 10 speeches, but some of them get by with it all right.

DAYTON, O., HAS FALLEN right into line in the matter of preparing adverse legislation affecting the autoists of that city, although several of the proposed ordinances will have a beneficial effect. The cutting out of the muffler of an automobile or motorcycle, and also the sounding of any warning signal except that of a reed horn of a low tone, operated by a hand bulb, are among them. The impracticability of enforcing some of the proposed laws will doubtless relegate them to the already large list known as "dead letters."

Entries Coming in For Big Races

Several additional entries were received by the Motor Cups Holding Company this week for the Sixth Vanderbilt Cup and the Second Grand Prize races, which are to be run on the Long Island Motor Parkway and adjacent roads on the 1st and 15th of October, respectively, and up to Wednesday, August 17. Nine nominations were made for the Vanderbilt and 14 for the Grand Prize.

The entries, with the drivers, are as follows:

Vanderbilt

Benz, George Robertson.
Benz, E. A. Hearne.
Benz, David Bruce Brown.
Alco, Harry F. Grant.
Pope-Hartford, (not named).
Pope-Hartford, (not named).
National, (not named).
National, (not named).
Simplex, (not named).

Grand Prize

Benz, George Robertson.
Benz, Victor Hemery.
Benz, Barney Oldfield.
Fiat, Felice Nazzaro.
Fiat, Louis Wagner.
Fiat, Ralph De Palma.
Marmon, Ray Harroun.
Marmon, Joe Dawson.
Marmon, (not named).
Marquette-Buick, Louis Chevrolet.
Marquette-Buick, Robert Burman.
Marquette-Buick, Arthur Chevrolet.
Roebeling-Planche, Washington A. Roebeling, 2d.
Alco, Harry F. Grant.

Present indications are that no less than 30 cars will compete in the famous Long Island classic this year.

That automobile racing still holds its interest for society folk is evidenced by the list of reservations already made for seats and parking spaces for the two big races in October. Among the reservations thus early made are noted those of Dave Hennen Morris, formerly president of the Automobile Club of America; August Belmont, Henry B. Hollins, Elbert H. Gary, chairman of the Executive Committee of the United States Corporation; William K. Vanderbilt, Jr., Harry Payne Whitney, Payne Whitney, the Brook Club, Alfred Gwynne Vanderbilt, W. G. McAdoo, president of the Hudson Tunnel; Commodore F. G. Bourne, Mortimore L. Schiff, B. F. Yoakum, of the Frisco lines; Ralph Peters, president of the Long Island Railroad Com-

pany; Henry B. Anderson, C. E. Schaff, of the Lake Shore Michigan and Southern Railroad of Chicago; Charles Steele, of J. P. Morgan & Company; Edwin Gould, James Speyer, Murray Guggenheim, Jefferson De Mont Thompson, John T. Pratt, Richmond Talbot, W. C. Dickerson, F. A. Sperry.

It is interesting to note that the reservations already made are for both races. Never in the history of the Vanderbilt Cup race have so many reservations been made at this early date and practically each mail brings requests for boxes and seats.

The Motor Cups Holding Company has arranged with the Long Island Motor Parkway to allow a small number of cars to be parked in the enclosure surrounding the official stand. None of these cars will be far distant from the start and finish line.

The official stand enclosure this year will have its own catering facilities and conveniences, water supply, etc.

As the number of these parking spaces is limited, accommodating about 20 cars, it is evident that early request for the space is necessary to insure securing these most desirable locations. The cars when parked will be only thirty feet from the pits, insuring the best possible view of the activities of the car crews and attendants in making the changes required, replenishing tanks and watching the close inspection given to the cars by the Technical Committee during the stops. The large score boards are immediately across the track from this parking space and the tel-autograph system of announcing, which is to be used, will have its principal transmitting and three or four of its receiving stations close by so that the occupants of cars in this space will be fully informed of all that transpires around the circuit.

Charles F. Willard made a new American record on Sunday evening, August 14, when he flew a quarter of a mile in his biplane at Garden City, Long Island, N. Y., and carried with him, as passengers, R. G. Patterson, Archie Albin and H. M. Willard. This is the first time this has been accomplished in the United States, and it was done but once in France. The flight was made at an average height of 20 feet.

A. A. A. Takes Action on Protests

A formal statement of the action taken at a meeting of the Contest Board of the American Automobile Association held on July 21, on various protests and disqualifications, was given out this week by Chairman S. M. Butler. The statement, dated August 16, contains this reference to the Franklin Oklahoma protest:

At a meeting of the Contest Board held July 21, the appeal of the H. H. Franklin Manufacturing Company from the decision of the referee in the 1910 Reliability Tour of the Oklahoma Automobile Association for the Daily Oklahoman Cup, May 30, to June 4, in disqualifying Franklin Model "D," entry No. 13, for violation of rules 413 and 494 of the 1910 Contest Rules, was considered, the appeal overruled and the decision of the referee affirmed.

The driver of the Franklin entry admits having left the course and the evidence shows that he did not return at the point at which it was left, although he was notified that he was off the course. The evidence further shows that Rule 413 was violated by the riveting of bolts other than is regularly done on Model "D" Franklin cars at the factory.

Rules 413 and 494 of the Contest Rules are:

Rule 413—The cotter pinning, or lock nutting of nuts or riveting of bolts or studs, other than is regularly done on stock cars at the factory, not permitted.

Rule 494—Cars unintentionally leaving the course must return to it at the point whence they left, under penalty of disqualification.

The case of the Parry Automobile Company, which was barred from all contests of the A. A. A., was then taken up. The Parry Company having made an explanation of their action, and having abandoned the court proceedings instituted by it, was reinstated. The official statement concerning this was in this form:

The Parry Auto Company, having been disqualified on June 28 for violation of the 1910 Contest Rules in refusing to abide by the decisions of the referee in the 1910 Glidden Tour and by appealing therefrom to the Courts at Kansas City for an injunction restraining the Tour, and having upon their application for reinstatement, satisfied the Contest Board that at the time of making such application to the courts they were in ignorance of the recourse afforded entrants by the Contest Rules, and having withdrawn such court procedure and all statements and allegations made against A. A. A. officials, the disqualification of June 28 has been revoked and the Parry Auto Company on August 8 were reinstated to good standing.

The notice also contained the following:

Registered drivers—Racing driver's registry cars No. 17, issued to Leo M. Dustin, has been revoked on account of physical disability.

The following amateur drivers have, by the acceptance of cash prizes, forfeited their "amateur" status and have been re-registered in the racing driver's class: Harvey Ringler and R. E. Beardsley.

Stock Car Registration Rules to Be Enforced

Chairman S. M. Butler, of the Contest Board of the American Automobile Association, sent out notices this week which have an important bearing on the rules and regulations concerning stock cars. The first of these relates to cars manufactured abroad, and is as follows:

At a meeting of the Technical Committee of the American Automobile Association Contest Board, on July 21, 1910, it was ruled that any automobile manufactured in a foreign country, to meet the "Stock Car" requirements of the 1910 Contest Rules of the A. A. A., must file the required stock car certificate of description, signed by the president or managing director of such manufacturing company or organization, sworn to before the U. S. Consul in its locality.

The other notice relates to the 30-day clause of the stock car definition. Heretofore this clause has not been strictly enforced, but hereafter no waiver will be made in any case.

The wording of this notice is as follows:

Owing to the difficulties attending the installation of the 1910 Contest Rules, in reference to the filing of Stock Car Certificates of Description (see Stock Car Definition, page 5, 1910 Contest Rules), it has been necessary heretofore to waive the thirty-day clause, but notice is hereby given that on and after August 10, 1910, the thirty-day clause will be rigidly and strictly enforced in respect to the filing of Stock Car Certificates of Description. In other words, any car the certificate covering which is filed after August 10, 1910, is not eligible for competition in "stock car" and "stock chassis" events, Class "A" and Class "B," until the prescribed time of thirty days has elapsed.

Your attention is especially invited to the above requirements in reference to the filing of certificates of 1911 models.

The St. Paul Automobile Club, of St. Paul, Minn., will have a sociability run on August 27.

Big Crowds View Asbury Park Flights

Despite poor weather conditions that have made flying extremely dangerous at all times, and impossible at some, the aviation meet at Asbury, N. J., has attracted immense crowds during the last week, and the airmen have accomplished wonders. A tragedy marked the early part of the meet, but this was due entirely to carelessness. It in no way dimmed either the enthusiasm of the aeronauts or the spectators, but seemed to have a contrary effect, driving the fliers to take more desperate chances and attracting larger crowds.

This evening, August 20, a moonlight ascension is planned. The aeroplanes will be equipped with port and starboard lights and automobile horns and they are expected to signal whenever they change their course of flight.

The second day of the aviation meet was in no way interfered with by the accident which had come so near terminating fatally for several of the spectators and one of the aviators on the preceding day. Instead of diminishing the attendance it almost doubled it, and when the first ascent was made on August 11, more than 10,000 people were either in the grandstands or on the aviation field.

Although no records were broken on the second day, some interesting flights were made by Archibald Hoxey and Ralph Johnstone. These two men, both of whom are pupils of the Wrights, flew under the eye of Wilbur Wright and that may account in some measure for the failure to go after any records. Wright is not particular about losing any of his pupils and he rather discourages high flying and taking chances.

In commenting on the accidents of Brookins on the opening day, Wilbur Wright said: "The youngster was overambitious, and he had to learn what an older man would have known offhand, never go up from the field while the people were passing over it. I had to learn that in my early efforts in France. Every time I got ready to fly and the field was not clear I simply wheeled my machine back into the shed and waited. Pretty soon they learned they had to keep off the field or see no flying, and they learned how to act."

Tragedy marked the third day of the meet, and it is all the more to be regretted as it

was avoidable. Carelessness, that peculiar quality of human beings in general and of aeronauts in particular, was to blame for the accident.

Strange as it may seem, it was not one of the operators of the aeroplanes who met his death, but a hot-air balloonist. He failed to secure his life belt to the bar of a parachute, and when it opened, the sudden shock was too much for his muscles, and he dropped like a plummet for a distance of 4,000 feet. Although the body was badly mangled by the impact, death had been caused by suffocation before the body reached the ground.

It was Governor's Day, and John Franklin Fort, Governor of New Jersey and his staff were on the field to witness the feats of Hoxey, Johnstone and Coffyn, the Wright pupils, and the doings of Johnnie Mack, a New-ark balloonist, who performed numerous "stunts" with his hot-air bag.

The aeroplanes had made the ascents and the aviators had circled, cut figure eights and the other performances which the crowd expected and had retired from the field. Most of the crowd had gone home also, when Benjamin Prince and James Flemming went up in Mack's balloon, prepared to do a "double parachute" jump. Flemming jumped and came to earth safely. Then Prince cut loose from the bag while it was at an altitude of 6,000 feet. The first 1,000 feet of descent was made safely and then he tried to drop with the second parachute. He had neglected to fasten his safety belt to the bar of the second parachute and when it opened, the jerk was sufficient to make him lose his hold and he fell 4,000 feet to the earth below.

But the tragedy had no appreciable effect on the aviators, for on the fourth day of the meet they were more determined than ever to give the inhabitants of Asbury Park their full money's worth in flying. More than 45,000 persons were within the inclosure on Saturday and the airmen did all sorts of daring tricks to entertain them. And their success was shown in the prolonged applause which greeted their every appearance.

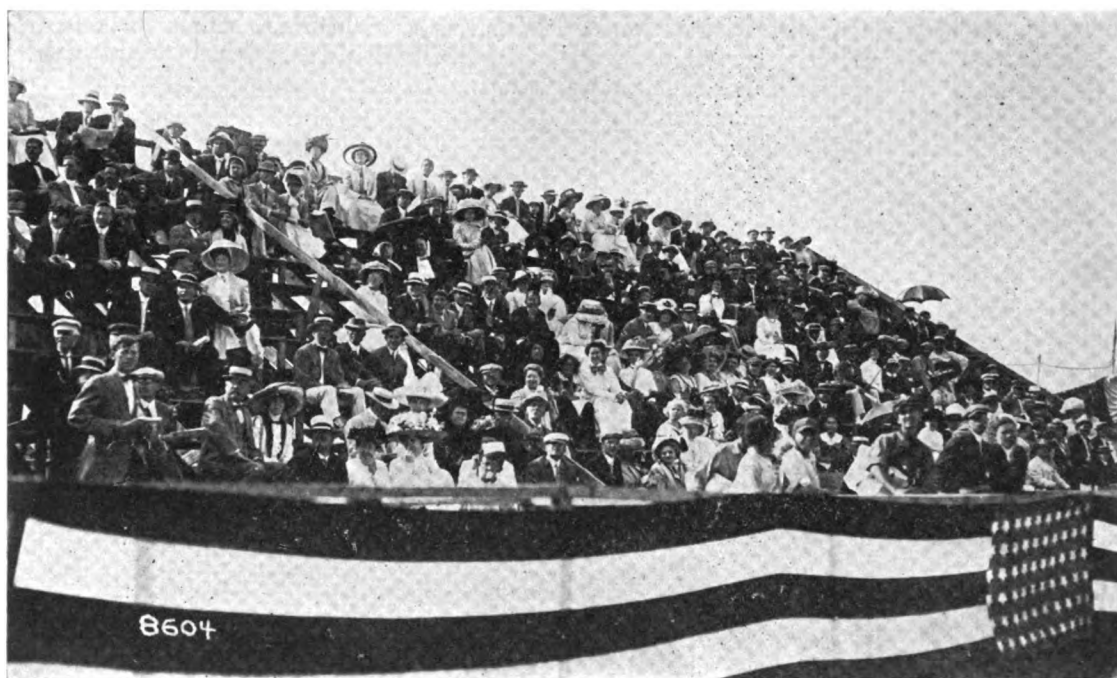
One of the features the meet here has brought out, is that the Wright pupils—no matter what their teachers may say or do—are not afraid to make an ascent in any kind of

weather and the wind is something they do not take into consideration when they go aloft. Although on Saturday the wind was sweeping over the course at a velocity of between 20 and 35 miles an hour, the daring aviators mounted their aeroplanes with all the non-chalance of the ordinary school boy going for a swim, and the flights they made spoke for themselves.

All of the previous flights had been made under ordinary weather conditions with the wind favoring the aeronauts more than any-

straight up toward the leaden sky, and then cut figure eights, snipped the tops of the grass, did roller coaster stunts and the various other feats for which the Wright pupils have become famous. He stayed aloft for a good half hour and descended only because, as he put it, he did not want to become rheumatic.

Rain and wind interferred seriously with the plans of the aviators on August 16, but for all the gale that was blowing and the rain that kept descending in a steady pour, both Hoxsey and Johnstone made brief ascents.



WATCHING THE MEN-BIRDS PERFORM

thing else. But on August 15, all this was changed and a heavy rain, sweeping in off the ocean, made the grandstand and bleachers devoid of occupants. Although this kept the spectators at home, it did not interfere with the men who have conquered the air.

While the rain was coming down, as it can on special occasions at Asbury, Hoxey trundled his biplane out from its hangar and cranked up. For a hundred feet the machine skidded along, then it swung to the right and Hoxey was obliged to shut off the motor. A second attempt met with the same result, but on the third trial the biplane rose in the air, and, although the rain was coming down as if the ocean was overhead, Hoxey drove his biplane

Johnstone went up about 50 feet and stayed in the air about six minutes, but Hoxsey stayed aloft for almost twice that time and mounted to a height of about 200 feet. Several times during his flight, the wind tilted his biplane at a dangerous angle and his quick work with the warping planes was all that prevented a repetition of the Brookins disaster.

First Entry for Fairmount Park Race

Secretary Harry C. Harbach, of the Quaker City Motor Club, has announced the receipt of the first entry for the 200-mile stock chassis to be held in Fairmount Park next October. It is an Alco and will be driven by H. L. Grant.

Another "Record" for Barney

Another "record" was added to the long string under Barney Oldfield's name, when on August 11, at the race meet held under the auspices of the Worcester (Mass.) Automobile Club, at the Greendale track, he sent his 200 hp. "Blitzen Benz," for two circuits of the half-mile track in 1 minute 9 2-5 seconds from a flying start, lowering Marriott's mark of 1 minute 11 seconds. Oldfield was the star of the meet, winning two of the races. Driving a Knox, he won the 5-mile race for cars under 600 cubic inches piston displacement in 6 minutes 52 1-5 seconds.

Lewis Strang, with a Chalmers "Bluebird," was a winner in the 3-mile pursuit race with Orndorf in a Chalmers "40." His time was

4 minutes 6 2-5 seconds. In the 3-mile handicap for stock cars Oldfield was on scratch with his Knox, Strang in his "Bluebird" (handicap of 12 seconds), Orndorf in his Chalmers (17 seconds), and George W. Largess in a Hupmobile (50 seconds). Orndorf was first, Oldfield second, Strang third, and Largess fourth. Orndorf's time was 4 minutes 11 3-5 seconds, with Oldfield one second behind.

Orndorf, with a handicap of 40 seconds, won the 3-mile handicap race in 4:50 1-5. Strang, in a "Bluebird," with a handicap of 35 seconds, was second; Oldfield, with a handicap of 10 seconds, in a Knox, was third, and Largess, in a Hupmobile, with a handicap of 70 seconds, was fourth.

Card for Belmont Track Meet

The Norristown (Pa.) Automobile Club, which is standing sponsor for the race meet to be held at the exclusive Belmont Driving Club's track, at Narbeth, on September 24, has arranged a program of events that promises some exciting racing. The Robertson-De Palma match race will, of course, be the feature event.

T. S. Patterson, the chairman of the club's contest committee, and a mechanical engineer by profession, is getting up a new electrical timing device which will come up to the A. A. A. requirements for the meet. It is expected to be a revelation in its line as the feature of most general interest will be that the occupants of the grandstand will be able to see for themselves the exact time made by competing cars.

In addition to the match race, the following events will be contested:

- 1.—Class B, Division 2, 5 miles. Open to any gasoline stock chassis with a piston displacement of 161 to 230 cubic inches.
- 2.—Class B, Division 4, 5 miles. Open to any gasoline stock chassis with a piston displacement of 301 to 450 cubic inches.
- 3.—Class B, Division 5, 5 miles. Open to any gasoline stock chassis with a piston displacement of 451 to 600 cubic inches.
- 4.—Class B, Division 2, 10 miles. Open to any gasoline stock chassis with a piston displacement of 161 to 250 cubic inches.
- 5.—Class B, Division 4, 10 miles. Open to any gasoline stock chassis with a piston displacement of 501 to 450 cubic inches.
- 6.—Class B, Division 5, 10 miles. Open to any gasoline stock chassis with a piston displacement of 451 to 600 cubic inches.
- 7.—Free-for-all, 5 miles. All types and motive power.
- 8.—Free-for-all Handicap, 10 miles.
- 9.—One mile record trials.
- 10.—Amateur handicap, 5 miles.

May Abandon Portola Race

Owing to the lack of interest displayed by members of the Automobile Club of California, there is a strong chance that the second annual Portola race in Golden Gate Park, San Francisco, Cal., scheduled for September 10, will not take place. An A. A. A. sanction has been granted and the necessary permits have been issued for the use of the roads, but right there the work of advancing the race stopped. The Automobile Club of California is supposed to be managing the contest, but it is a

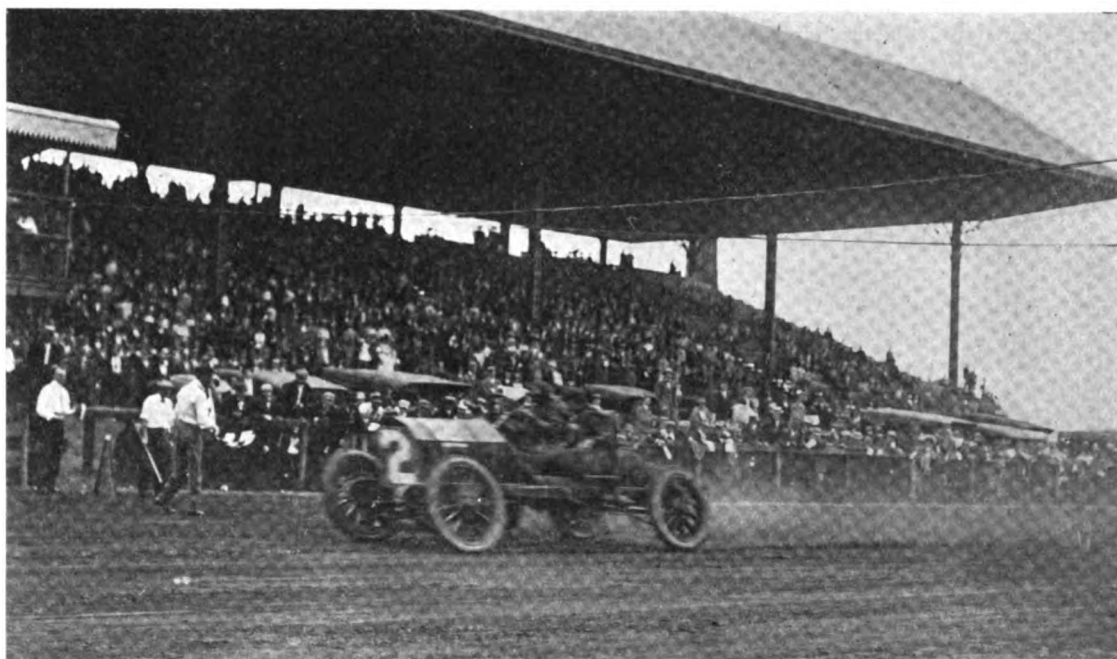
matter of record that its members are doing nothing to promote it.

In the first place, M. H. de Young, president of the club, is away, and in his absence no one seems to care to raise funds. This is the stumbling block in the way of the race. Without money, the necessary work cannot be done, and as no one seems to have any authority to collect the cash, the automobile men in San Francisco say that the race will not be held this year.

Second Matinee Meet Draws Fewer People

George Robertson, at the wheel of the specially-constructed 90 hp. Simplex racing car, again showed the motoring public that Ralph De Palma would have to secure a faster car than his 60 hp. Fiat "Cyclone" if he ever hoped to show his dust to Robertson in a match race, when the Simplex was returned the victor in straight heats in the Simplex-Fiat match race at the matinee meet of the Motor Racing Association at the Brighton Beach (N. Y.) track on August 13. The fact that De Palma had announced his intention of retali-

throughout, and completed the 10 laps in 9 minutes 31.51 seconds, which was 18.49 seconds better than the record for the track, 9 minutes 50 seconds. De Palma again shone as a record-breaker in the 5-mile free-for-all, when he clipped 6.40 seconds from the track record for 5 miles. His time was 4 minutes 36.60 seconds. The final event of the day was the hour race, in which John Juhasz, driving an S. P. O., made 59 miles, 3 miles more than has ever been made during the same length of time on the Brighton Beach track.



PARKER (FIAT) IN THE ONE HOUR RACE

ating for his defeat at the inaugural matinee meet several weeks ago, did not result in any too large a crowd attending the races. Unlike conditions at the first matinee races, there were many vacant seats in the grandstand, while in the field stand one could almost witness the races comfortably. In all, it was estimated that about 5,000 persons attended the meet.

There were some corking good races; three new track records were established. The record-breaking started early in the day. In the fourth event, 10 miles, for cars eligible under class C, divisions 4-C and 5-C, 451 to 600 cubic inches and 601 to 750 cubic inches piston displacement, De Palma set a whirlwind pace

The time trials for the 1-mile track record were the first to be run. As a sort of introductory the Fiat and Simplex cars, which were to meet in the match race, were sent around the course. Robertson, in the Simplex was the speediest, covering the mile in 52.71 second. The best De Palma's Fiat Cyclone could do was 54.76 seconds.

A novelty in the form of a pursuit race was the second contest to be run. The event was limited to four cars, which started from different quarters of the track and the winner was the driver who passed his three competitors or had covered the most ground at the completion of the ten miles, the distance the

race was limited to. In this race the Ford car made its re-appearance in metropolitan racing, after an absence of several years. It was driven by Frank Kulick, and to celebrate the occasion the car won the race after traveling 3 1-4 miles in 3 minutes 29.45 seconds. The other starters were the Staver, Hupmobile and Black Crow. The last named car quit shortly after the start, and the wire-wheeled Ford had little difficulty overhauling the two remaining cars.

Eight cars started in the third event, 10 miles, for cars in class C, divisions 1-C, 2-C and 3-C, from 261 to 300 cubic inches piston displacement, and an interesting race ensued. The Mercer car, driven by E. H. Sherwood, made a good showing, and led for the first half of the race. On the sixth mile, however, the daring driving of John Juhasz, in an S. P. O., resulted in the S. P. O. passing the Mercer. Juhasz soon opened a gap and remained in front until the end. The little Ford, driven by Kulick, pressed the Mercer closely, but Sherwood succeeded in keeping his car in front, and finished second. The S. P. O.'s time was 10 minute 40.58 seconds; the Mercer, 10 minutes 48.88 seconds and the Ford, 10 minutes 49.22 seconds. The other cars in the race were Hupmobile (Dam) Correja (Taylor), Cole "30" (Endicott), Marion (Disbrow) and S. P. O. (Wishart).

De Palma, in the Fiat Cyclone, showed his heels to the four other starters in the fourth event, 10 miles, for cars in class 4-C and 5-C. Starting with a rush, the daring Italian driver opened up a space of 100 yards between his nearest competitor, another Fiat, before the first mile was completed. In this race Louis Disbrow made his debut as the driver of National cars, and he made a creditable showing with his new acquisition. The event proved one of the most exciting of the day and brought forth the closest finish. De Palma "ran away" with first place and the race really simmered down to a fight for second money between the Fiat, driven by E. H. Parker, and the National with Disbrow up. The two Fiats had secured a comfortable lead on the rest of the field early in the race, but the National gradually crept up on the Fiat, driven by Parker and as the cars turned into the back stretch for the final lap, less than a length separated the two.

The relative positions of the cars remained

unchanged when the entrance to the home-stretch was reached, but as they approached the tape the National edged up to the rear wheels of the Fiat, but that was as far as it could go, and the tape was passed with the Fiat having a lead of half a length. The time was 9 minutes 31.51 seconds, a new record. The second car's time was 10 minutes 11.82 seconds and the National was timed in 10 minutes 12.15 seconds.

Event No. 5 was another pursuit race with a limit of 10 miles. The starters were the Correja, S. P. O., Marion and Cole "30." The Marion, driven by Disbrow, was passed at 4 1/2 miles. The other cars did not overhaul each other at the end of 10 miles and the race was called with the S. P. O. the winner in 10 minutes 27.87 seconds; Correja was second in 10 minutes 39.57 seconds and the Cole "30" third in 10 minutes 48.07 seconds.

The feature of the day, the match race, was the next event on the program. The winner of the race was to be successful driver in two out of three 3 mile heats. Robertson won the toss and selected the "pole" for a standing start.

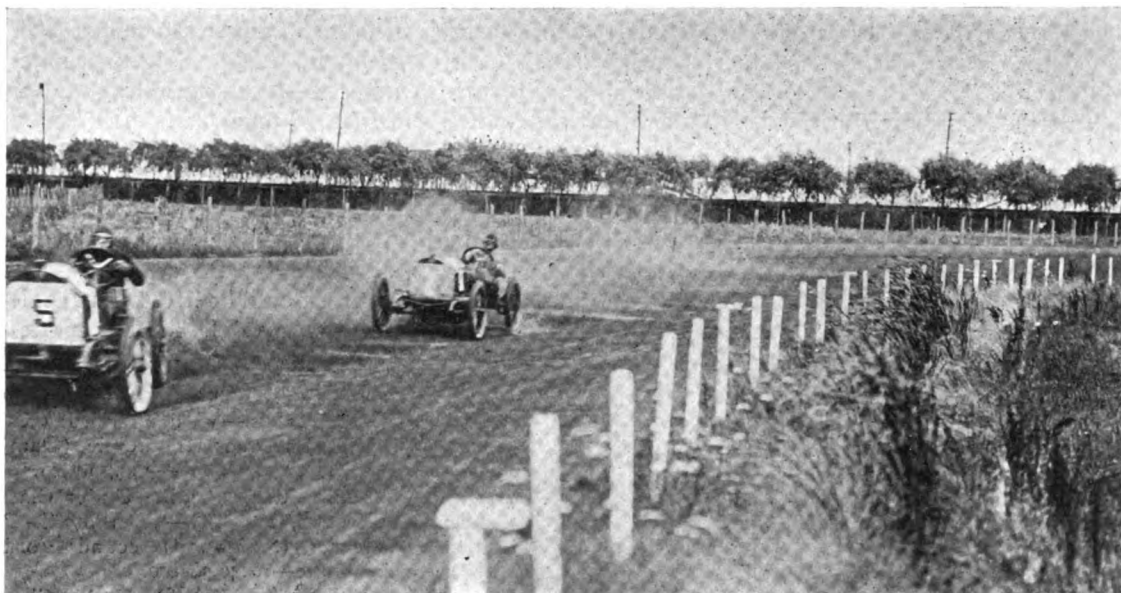
The cars got off to a good start, Robertson having a slight advantage, being on the inside. As the turn to the back stretch was approached De Palma made a bid to go to the front, but Robertson headed him off with a burst of speed that brought a shout from the spectators. At the end of the first mile, which was completed by the Simplex in 58.22 seconds, and by a Fiat in 59.08 seconds, the Simplex had a lead of about 15 yards. Robertson's time for two miles was 1 minute 50.47 seconds and De Palma's was 1 minute 51.08 seconds.

On the turn out of the stretch on the third mile De Palma gained a little and as the cars entered the back stretch about 10 yards separated them. Robertson appeared able to leave De Palma whenever he pleased and on the back stretch he increased his advantage to about 25 yards. De Palma gained a little ground on the stretch in front of the stands, but it was not enough to win and Robertson crossed the line 54 seconds in advance. The times for the three miles were: Robertson, 2 minutes 43.67 seconds; De Palma, 2 minutes 44.21 seconds.

The second heat was practically a repetition of the first, Robertson leading all the way.

At one time during the first mile of this heat the Fiat was close to equal terms with the Simplex, but Robertson had things in hand and soon had the Italian car taking the dust of the New York machine. The first mile was completed by Robertson in 58.44 seconds, 48-100 seconds better than the time made by the Fiat. On the second mile Robertson increased his advantage over De Palma, the time of the Simplex for the two miles being

went after the Midland. The National was going fast and it looked as if Disbrow would overtake De Palma in short order. For five miles the National pursued the Fiat, steadily gaining ground, until on the turn into the homestretch on the last lap when Disbrow succeeded in coming on even terms with De Palma. It was not until more than half of the stretch was covered that the National moved in front of the Fiat and crossed the



THE SIMPLEX AND THE FIAT FIGHTING FOR THE LEAD

1 minute 50.83 seconds. De Palma's was 1 minute 51.62 seconds. Robertson made the final circuit in fast time and completed the three miles in 2 minutes 43.49 seconds, while De Palma was timed in 2 minutes 44.10 seconds, 61-100 seconds behind. Robertson had very little difficulty winning the match, but the difference in the horsepower of the engines in the cars was noticeable and many enthusiasts declared after the race that they thought De Palma could take Robertson's measure if they had cars of about the same power.

Interesting and exciting racing marked the seventh event, another pursuit race limited to 10 miles. A Fiat (De Palma); National (Disbrow); Palmer-Singer (Lascault), and a Midland (Anderson) were the starters. On the fourth mile De Palma in the Fiat succeeded in overhauling the car immediately in front of him, the Palmer-Singer, and then

line a winner in 9 minutes 55.58 seconds. Although the Fiat was more than half a mile in front of the Midland when the 10 miles were finished, the rules governing the contest provided that when a car was passed by another it was out of the contest. Therefore second place went to the Midland. After the race De Palma declared that he thought he had won when he had passed the Palmer-Singer on the fifth lap and consequently did not pay much attention to Disbrow and his National.

Four cars started in the five-mile free-for-all, which was the next event on the program. They were the Palmer-Singer (Lascault); Ford (Kulick); National (Disbrow), and Fiat (De Palma). De Palma started with a sprint and at the end of the first mile had a lead of about one-quarter mile. He stayed in front throughout the race and won by about one-third of a mile in 4 minutes 43 seconds,

a new record for the track. The National opened a gap between the other cars. An amusing sight in this race was the nip and tuck fight between the small Ford and the large green-painted Palmer-Singer for third place. Lescault in the latter car made desperate efforts to pass the wire-wheeled little racer, but Kulick held his own and finished third.

The day's sport was completed with an hour race in which eight cars participated. An accident occurred in this event which marred the clean record of the day in this respect. As the Fiat, with Parker driving, was turning out of the homstretch in the 23rd mile, in the lead of the field, the rear right tire blew out. The car was going at such a tremendous speed that Parker could not keep it on the road and it crashed through the light fence that surrounds the track and then through another fence and finally uprooted a small tree before its mad flight came to a halt.

The cars that lined up to answer Starter Wagner's signal in the hour race were the Palmer-Singer (Lescault); Cole "30" (Endicott); Fiat (Parker); S. P. O. (Juhasz); Marion (Disbrow); Stearns (Rutherford); S. P. O. (Batts), and Rainier (Owen). The amateur Rutherford in his own Stearns and Parker were the quickest at the start and as the cars filed around the first turn they led. The Fiat went in front on the back stretch and the contestants passed the line in the following order on the first mile: Fiat, Stearns, Rainier, S. P. O. (Juhasz), Palmer-Singer, Marion, Cole "30," and S. P. O. (Batts). The Rainier moved into second place on the second mile and on the third mile the S. P. O. (Batts) passed ahead of the Marion and the Cole "30." The Marion was lapped by the Fiat on the seventh mile, and on the tenth mile the S. P. O. (Batts) was also passed by the Fiat. On the sixth mile the Cole "30" went into paddock and lost four miles before returning to the track.

When the accident occurred to the Fiat on the 23rd mile the Rainier, which had been driven at a conservative pace by Wally Owen, moved into first place and at the end of the 25th mile was timed at 24 minutes 31.33 seconds. On the 35th mile the Stearns blew out a tire at the same spot where the Fiat met with the mishap 10 miles previous. Rutherford showed his nerve and although the car

skidded considerably he held it on the track. The car was driven to the paddock where the damaged tire was changed for a new one in 1 minute 35 seconds. Wally Owen kept his car in front until shortly after the 50th mile, when he was compelled to go to the paddock and change tires. This delay cost him the lead, which was taken by Juhasz in an S. P. O. Juhasz remained in the lead until the end of the hour, when he had covered a record number of miles. The final scores were: S. P. O. (Juhasz), 59 miles; Rainier, 56 miles; S. P. O. (Batts), 56 miles; Palmer-Singer, 56 miles; Stearns, 55 miles; Cole 30, 53 miles; Marion, 51 miles, and Fiat, 48 miles.

After the finish of the second heat of the match race George Robertson was suspended for 30 days by Starter Wagner and Referee Sweatland for turning the wrong way on the course. Later in the day Robertson was told that the suspension would be lifted if he apologized to the referee. He did. The summaries:

One-mile, Trials.—Fiat, (De Palma). Time—54 76-100. Simplex, (Ribertson). Time—52 71-100.

Pursuit Race, Ten Miles.—Won by Ford, (Kulick); Stover, (White) second; Hupmobile, (Dam) third. Time—2:29 4-5. Distance—3 1-4 miles.

Ten Miles, Open to Cars Eligible Under Class C, Divisions 1-C, 2-C, and 3-C.—Won by S. P. O., (Juhasz); Mercer, (Sherwood) second; Ford, (Kulick) third. Time—10:40 58-100.

Ten Miles, Open to Cars Eligible Under Class C, Divisions 4-C and 5-C.—Won by Fiat, (De Palma); Fiat, (Parker) second; National, (L. Disbrow) third. Time—9:31 51-100.

Pursuit Race, Distance 10 Miles, Limited to Four Cars.—Won by S. P. O., (Juhasz) Correja, (Taylor) second; Cole "30," (Endicott) third. Time—10:27 87-100.

Five Miles, Free-for-All.—Won by Fiat, (De Palma); National, (Disbrow) second; Ford, (Kulick) third. Time—4:36 61-100.

Pursuit Race, Ten Miles.—Won by National, (Disbrow); Midland, (Anderson) second. Time—9:55 58-100.

Match Race.—Ralph De Palma, (Fiat) versus George Robertson, (Simplex) three miles. First heat—Won by Robertson, (Simplex). Time—2:43 67-100. Second heat—Won by Robertson, (Simplex). Time—2:43 49-100.

One-hour Race, open to any car or one of a similar type that has ever competed in a 24-hour race conducted by the Motor Racing Association.—Won by S. P. O., (Juhasz) distance 59 miles; Rainier, (Owens) distance 56 miles, second; S. P. O., (Batts) distance 56 miles, third; Palmer and Singer, (Lescault) distance 56 miles, fourth; Stearns, (Rutherford) distance 55 miles, fifth; Cole "30," (Endicott) distance 53 miles, sixth; Marion, (Disbrow) distance 51 miles, seventh.

Le Blanc is Star at Issy Meet

Le Blanc, in a Bleriot monoplane, won the prize of \$20,000, offered by the *Matin*, of Paris, for the aviator who would make the Eastern circuit of France in the shortest elapsed time. Of the eight aviators, who, as told in last week's issue, started for this prize, only two finished, Aubrun being the second man to complete the course of 488 miles. Le Blanc's time for the entire distance was 11 hours, 55 minutes and 59 seconds. Aubrun covered the distance in 13 hours, 27 minutes and 14 seconds. Le Gagneaux, who was one of the original starters but who had dropped out in the early part of the race, joined Le Blanc and Aubrun at Amiens and made the last stage of the flight with them.

Perhaps the most interesting feature of the race from Douia to Amiens was the contest between the human flyers and a flock of carrier pigeons. And strange to say the human beings won the race, covering the distance a good 15 minutes ahead of their winged competitors. This is the first time men have attempted to race with birds. The course measured a trifle under 50 miles.

Leaving Amiens at 5.03 on the morning of August 17, Le Blanc arrived at Issy, a suburb of Paris, an hour and 28 minutes later, making the last stage of his trip without mishap and without being compelled to make a descent. Aubrun finished about a half an hour afterward and the two aviators were given one of the most vociferous welcomes that even the volatile citizens of Paris ever gave anyone.

Gales made the third lap of the race anything but pleasant for the daring aviators, who faced the 60-mile-an-hour wind without fear. Although they conquered it there were times when it seemed as if the frail machines would be smashed to pieces by the force of the wind. Before Le Blanc had been in the air three minutes after his ascent from Nancy, his map was torn from its place and he was compelled to make the trip from Nancy to Mezieres by dead reckoning. The distance as the crow flies is but 100 miles, but the gale was so strong that before Le Blanc landed he had gone more than 130 miles. Aubrun also managed to reach Mezieres without any serious accident, but the other starters were not so fortunate.

"The wind tore my map away," Le Blanc

said, "a few minutes after we started. At first we encountered a heavy fog, but the rising storm soon dispelled this. The struggle was the hardest I have ever experienced. Frequently I had actually to circle the storm, which greatly increased the distance. We should have gone from Toul to Mezieres in a straight line, but the storm forced a zig-zag at times and again a circular route. After losing my map I picked my way by the River Mauze and the towns of Mouseon and Douzy."

The fourth stage of the race was made in a raging tempest, and when Le Blanc and Aubrun reached Douia both were exhausted with the struggles they had been forced to undergo in making the trip of 80.73 miles. It took them more than three hours to cover this distance, and several times on the trip they were caught in the fierce gale and swept way out of their course. Both said they had never been aloft in anything like the weather which prevailed on this lap and they said that if the wind did not moderate they would give up the contest.

Of the eight starters, Le Blanc and Aubrun were the only two left at this stage. Two had been put out by accidents to their machines before the first 20 miles had been covered. Two more gave up the race on the second lap, and Le Gagneaux and Mamet decided that the contest was more than they were capable of taking part in after the quartette reached Mezieres. It is true that Le Gagneaux attempted to continue, but he hardly did more than make an ascent. When he felt the full force of the wind he decided that he did not want the prize and he joined Mamet, on the ground, in wishing success to Le Blanc and Aubrun.

The fifth leg of the race from Douia to Amiens was made almost without incident, although the weather was far from being ideal. A mist which hung heavily over the valley prevented Le Blanc and Aubrun from seeing the landmarks and gave them more or less trouble in keeping the course.

This was the shortest leg in the race and Le Blanc, who up to then was the winner in elapsed time, increased his lead over Aubrun. He made the 49.06 miles in 1 hour 14 minutes and 29 seconds and Aubrun took 1 hour 24 minutes and 12 seconds to cover the same course.

Ford and Panhard Must Give Bond

Important and far-reaching developments occurred this week in relation to the Selden patent suits. Judge Hough's intimation that he might rule that bond could be accepted from the Ford Motor Company pending the final decision in lieu of an injunction absolutely preventing the continuance of manufacture of vehicles was borne out. He did so rule and fixed the bond of the Ford Company at \$350,000, and that of Panhard & Levassor at \$16,000, and also defined exactly what should be done to obtain a correct accounting from both companies. Following is Judge Hough's "memorandum," as he terms it, which was filed in the United States Circuit Court for the Southern District of New York, the legal verbrage being:

Columbia Motor Car Company and George B. Selden, complainants, vs. C. A. Duerr & Co., et al., defendants. Same vs. O. J. Gude Co. Same vs. John Wanamaker, et al. Same vs. Andre Massenot, et al. Same vs. Henry Neubauer, et al.

On Settlement of Final Decrees.

MEMORANDUM.

I.

Upon a fair reading of the entire bill in equity it does not seem to me to be true that the sole cause of action set up in the bill is for joint infringement. In the typical case against the Ford Motor Company the bill as a whole shows distinctly that the Ford Company was engaged in selling within the Southern District of New York, through Duerr & Company, and that Duerr & Company were in some way the agents of the principal defendant. The allegations of confederation and conspiracy must be read in conjunction with the basic fact of agency.

Infringement has been found by both defendants on an issue deliberately tendered in defendants' answer, which denied infringement by the defendants, both jointly and severally. The principal defendant having tendered this issue itself does not seem to me to be in a position now to insist on so narrow a view of the pleadings—a view, however, which apart from the answer I am unable to take.

II.

Without an assignment or transfer made in accordance with the requirements of the various patent acts I do not think that the legal title to a patent passes to a receiver. Undoubtedly he has the equitable title, and he may by equitable process compel an assignment; but it does not appear that this was ever done with respect to the patent in suit. In my opinion the action was originally brought in the name of the proper parties.

III.

Under the established practice in this circuit I

do not think that complainants can insist upon terms of suspending the injunction more severe than this. They should have a bond in a sum sufficient to secure the payment of such a recovery as now seems allowable, and they should also have sworn information furnished monthly of the business transacted during the preceding month in machines infringing under the decision filed herein.

The proper amount to be fixed for these bonds is a point which might be much discussed, but such discussion could not be had without revealing the affairs of the defendants to the complainants in a manner, which under the practice I have alluded to, seems to me improper. Suffice it to say that comparing the information furnished me by defendants' counsel with the impressions of complainants (as stated in argument) there is a much smaller difference than I expected to find. It is to be remembered that a very large part of either the list or selling price of many, if not most, automobiles includes accessories having no relation to Mr. Selden's patent. Upon the whole I think it would be just to require from the Ford Motor Company a bond, in a form to be settled upon notice if not agreed upon, in the sum of \$350,000, and from the Panhard Company, a similar bond in the sum of \$16,000.

The reports of sales are to be filed with the Clerk of the Circuit Court, to be by him deposited in a safe place to which the public shall not have access; notification of the time of filing is to be served on complainants, who shall be entitled to examine the same upon the order of a judge duly authorized to sit in the Circuit Court of the United State for the Southern District of New York. Upon filing the bonds above described an order may be entered suspending injunction in the cases of the Ford Motor Company and the Panhard Company pending appeal, which order will contain the provisions above indicated in relation to the filing of reports. Final decrees in all of the cases above enumerated are signed and placed in the hands of the Clerk this day.

August 11, 1910.

C. M. HOUGH,
District Judge.

(Endorsed) U. S. Circuit Court, Southern District, N. Y. Filed August 11, 1910, John A. Shields, Clerk.

But the ruling relating to the other defendants—John Wanamaker, Thomas B. Wanamaker, L. Rodman Wanamaker, Rober C. Ogden, the O. J. Gude Company, Henry Neubauer—was more drastic. Perpetual injunctions, restraining them from infringing upon the Selden automobile patents, were issued on August 13. The injunctions, which were served personally by United State Marshal Henkel, on August 15, on the defendants.

command all of them as well as their associates, officers and agents under penalties, in case of disobedience, to immediately and until the expiration of the patent, refrain from making, selling or advertising any infringement of the Selden patents. The injunction read as follows:

"The President of the United States to John Wanamaker, Thomas B. Wanamaker, L. Rodman Wanamaker, Robert C. Ogden, and your respective officers, associates, attorneys, solicitors, clerks, servants, agents, employees and workmen, Greeting:

"Whereas, it has been represented to us in our Circuit Court of the United States for the Second Circuit and Southern District of New York, that letters patent of the United States were issued to George B. Selden, in due form of law, on the 5th day of November, 1895, No. 549,160, for Improvements in Road Engines, and that you, the said John Wanamaker, Thomas B. Wanamaker, L. Rodman Wanamaker, Robert C. Ogden, and the firm of John Wanamaker, have infringed upon said Letters Patent and the claims 1, 2 and 5 thereof, which are as follows:

1. The combination with a road-locomotive, provided with suitable running gear including a propelling wheel and steering mechanism, of a liquid hydrocarbon gas-engine of the compression type, comprising one or more power cylinders, a suitable liquid-fuel receptacle, a power shaft connected with and arranged to run faster than the propelling wheel, an intermediate clutch or disconnecting device and a suitable carriage body adapted to the conveyance of persons or goods, substantially as described.

2. The combination with a road-locomotive, provided with suitable running gear including a propelling wheel and steering mechanism, of a liquid hydrocarbon gas-engine of the compression type, comprising one or more power cylinders, a suitable liquid-fuel recep-

tacle, a power shaft connected with and arranged to run faster than the propelling wheel, an intermediate clutch or disconnecting device and a suitable carriage body located above the engine, substantially as described.

5. The combination with a road-locomotive provided with a propelling wheel, of a liquid hydrocarbon gas-engine of the compression type, comprising two or more working cylinders and pistons arranged to act in succession during the rotation of the power shaft, a suitable liquid fuel receptacle, suitable devices for transmitting motion from the power shaft to the driving axle and a clutch or disconnecting device, substantially as described."

"Now, therefore, we strictly command and enjoin you, the said John Wanamaker, Thomas B. Wanamaker, L. Rodman Wanamaker, Robert C. Ogden and your and each of your officers, associates, attorneys, solicitors, clerks, servants, agents, employees, and workmen, under the penalties that may fall on you in case of disobedience, that you forthwith, and until the expiration of the said Selden Patent, desist from, directly or indirectly, making or causing to be made, using or causing to be used, or offering or advertising for sale, or causing to be offered or advertised for sale, or importing or causing to be imported, or selling or causing to be sold to others, in any manner, or disposing of in any way, within the United States, any road engines, vehicles, automobiles, devices or apparatus containing or embodying or employing any of the inventions described in said Letters Patent and claimed in the said first, second and fifth claims thereof, or substantial or material parts thereof, or from infringing said claims of said letters patent in any way whatsoever.

"Witness the Hon. John H. Harlan, Associate Justice of the Supreme Court of the United States, at the City of New York, Southern District of New York, on the 13th day of August, 1910."

Crosses Channel with a Passenger

Flying across the English channel is getting to be such a common occurrence that it does not possess the news value it once had, but it remained for a Chicago man to make the flight and carry a passenger with him. John B. Moissan left Paris, France, at 5:45 on the evening of August 16. At 7:40 he was in Amiens, where he passed the night. He left Amiens at 5:45 the following morning and arrived in Calais in an hour and 55 minutes. At 10:50 he started on his flight across the channel. A dense haze hung over everything, and squalls made the passage a doubly perilous one, but despite it all, the flight was made

in safety and a descent was made at Tilmanstone, six miles north of Dover, England. He passed the night of the 17th there and then continued his flight to London. He used a Bleriot machine and was accompanied on the entire trip by his mechanic, a Frenchman, who had never been in the air before. Moissan is an amateur, and had made but eight flights.

A. C. Stevens established a new record for the Meadows track in Seattle, Wash., last week, when he drove a three-year-old 30-60 hp. Stearns over the course in 1 minutes 3 1-5 seconds.

Run Proves Reliability of Motor Trucks

Sixty-nine commercial trucks, whose combined tonnage exceeded 234,000 pounds and was moved with the power credited to 1,335 horses, left Philadelphia on August 12 for the first commercial truck reliability run ever held in this or any other country. The objective point of the heavily-loaded vehicles was Atlantic City, which they were to make on schedule time. The night of August 12 was spent in Atlantic City and the following day the vehicles were driven back to Philadelphia, completing a run of 120 miles. The object of the run was to show merchants the desirability of commercial trucks for use in their business and it more than answered its object.

The run began from in front of the building occupied by the Philadelphia North American, under whose auspices it was given. Promptly at the appointed hour the 69 vehicles of all kinds and descriptions of power cars gathered there and at the word the procession passed through the principal business streets of the Quaker City to the ferry across the Delaware River, where the trucks were ferried to Camden. Then the real test was started and the drivers of the trucks were asked to maintain the following schedule:

Class A (15 miles per hour); time, hours and minutes—From Camden to Hammonton, 1.56; stop in Hammonton, .15; from Hammonton to Atlantic City, 2.04. Total, 4.15.

Class B (12 miles per hour)—From Camden to

Hammonton, 2.25; stop in Hammonton, .15; from Hammonton to Atlantic City, 2.35. Total, 5.15.

Class C (under 4 tons; 10 miles per hour)—Camden to Hammonton, 2.54; stop in Hammonton, .15; Hammonton to Atlantic City, 2.06. Total, 6.15.

Class C (above 4 tons; 8 miles per hour)—Camden to Hammonton, 3.38; stop in Hammonton, .15; Hammonton to Atlantic City, 3.53. Total, 7.46.

Electrics

Class A (12 miles per hour)—From Camden to Hammonton, 2.25; stop at Hammonton, .15; from Hammonton to Atlantic City, 2.35. Total, 5.15.

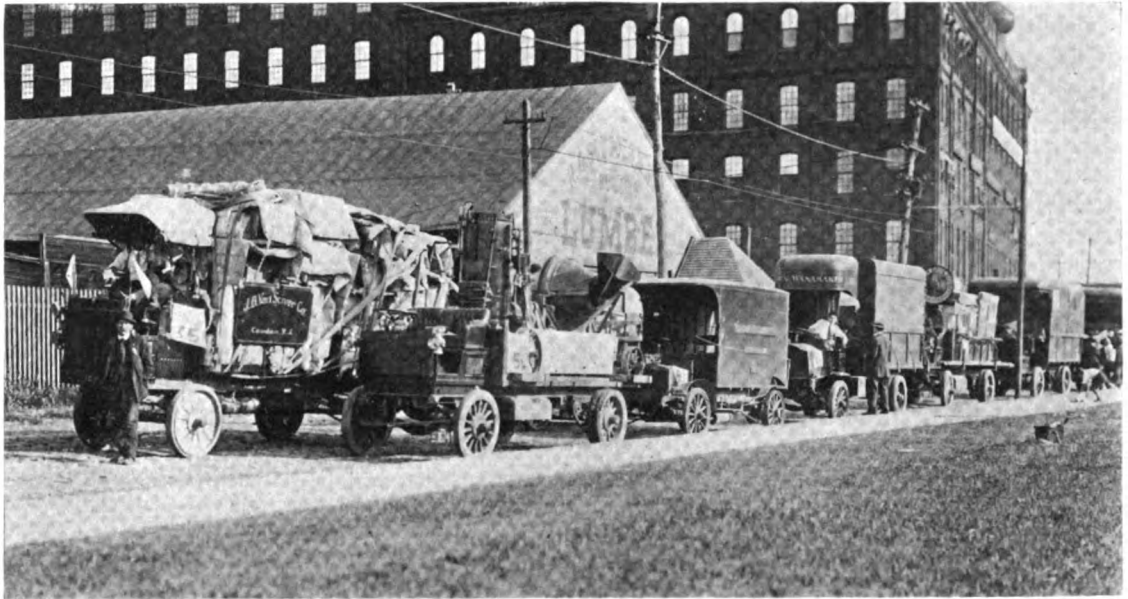
Class B (10 miles per hour)—From Chicago to Hammonton, 2.54; stop at Hammonton, .15; from Hammonton to Atlantic City, 3.06. Total, 6.15.

Class C (8 miles per hour)—From Camden to Hammonton, 3.38; stop in Hammonton, .15; from Hammonton to Atlantic City, 3.53. Total, 7.46.

The trip was made by what is known as the short route, Hammonton, Egg Harbor, Absecon, Pleasantville and Atlantic City. In addition to the competing cars, were hundreds of the so-called pleasure cars, carrying owners, prospective owners, interested agents, automobile enthusiasts and those who went merely from curiosity and stayed because their interest had been fully aroused. Then, too, large crowds lined almost every inch of the way. In the cities and towns this was to be expected, but it was hardly thought that along the country roads there would be much enthusiasm. But it was in the country districts



AT THE HAMMONTON CONTROL.



LINE-UP OF TRUCKS AT CAMDEN.

that the greatest interest was displayed, and more than one farmer gathered at the various controls to inspect the trucks and ask how they could be utilized on a farm.

When the cars reached Atlantic City they were passed upon by the examiners, given their supply of gasolene and oil and then run out on the Million-Dollar Pier, where they



FRAYER-MILLER TRUCK AT ATLANTIC CITY.

remained over night. They were the cynosure of all eyes. Of the visiting thousands, it is probable that more than 95 per cent. of them stopped at the Pier during the time the trucks were parked there.

No mishap occurred to mar the trip back to Philadelphia. It is true that eight of the trucks failed to complete the run, but tire trouble was to blame for most of the delay. One or two unfortunate accidents happened, but they were of a minor nature and were easily repaired, the time necessary to make the repairs, however, being too long for them to continue in the contest.

Although the prize winners had not been announced on August 16, it was known that 33 of the entrants had finished with a perfect road score. This is almost 50 per cent. of the total and is a remarkable record of consistency.

In class A of the manufacturers' division, seven cars escaped penalties, being on time at all points. Eighteen started, three failed to finish.

In class A of the private owners' division, which was the best-filled class in the run, 15 cars went through in exact conformity with the time schedule, which is a notably good showing considering that this class represented the entries of Philadelphia firms, having no connection with makers or their agents.

The vehicles that took part in the contest in this class were taken right from the delivery departments of Philadelphia department stores and other places of business, and the men who drove them were mainly their regular operators in course of daily delivery trips.

Ten cars did not adhere perfectly to the schedule, but two of these have only two points penalty and one had only four.

Class A of the electric division, with four entrants, had only one to finish with a perfect score, but the penalties in each case were small, the biggest being 14 points. This is a notably good showing for cars not designed primarily for the kind of work called for in this run.

The only entrant in class B of the manufacturers' division came through with a clean road score. Only one of two cars entered in class B of the private owners' division survived, and had heavy time penalties marked up against it, 137.

All three vehicles in class B of the electric division failed to finish without some penalization, the smallest being 15 points.

Of the five trucks that started in class C of the manufacturers' division, two failed to finish, but the three that did come through all had perfect scores.

Five vehicles faced the starter in the private owners' class C for trucks between three and four tons. All five came through, four with perfect scores and one with a small penalty of two points.

In class C of the electric division, one of the two that started came through without a penalty; one had 30 points.

On August 17 the results were announced, as follows:

Manufacturers' Division. Class A (capacity of 1½ tons and under)—Winner, Franklin, entered by the Franklin Motor Car Company, driven by Frank Coughtry. Road score, perfect. Cost per ton per mile, \$.01285.

Class B (between 3001 pounds and 5999 pounds)—Winner, Carford, entered by the Garford Motor Truck Works; driven by W. L. Ritter. Road score, perfect. Cost per ton per mile, \$.01990.

Class C (between three and four tons)—Winner, Frayer Miller, entered by the Kelly Motor Truck Company, of Philadelphia; driven by Harry Webber. Road score, perfect. Cost per ton per mile, \$.00765.

Private Owners' Division. Class A (capacity of 1½ tons and under)—Winner, Autocar, entered by John Wanamaker; driven by O. Green. Road score, perfect. Cost per ton per mile, \$.00898.

Class B (between 3001 pounds and 5999 pounds)—Winner, Motor Commercial, entered by the Suburban Auto Express Company; driven by M. Plush. Road score, 137 points time penalties. Cost per ton per mile, \$.01642.

Class C (between three and four tons)—Winner, Frayer-Miller, entered by Fleck Brothers; driven by A. Jones. Road score, perfect. Cost per ton per mile, \$.00705.

Electric Vehicle Division. Class A (capacity of 1½ tons and under)—General Vehicle, entered by the General Electric Company; driven by F. Ayres. Road score, eight points time penalties. Cost per ton per mile, \$.01013.

Class B (3001 pounds to 5999 pounds)—General Vehicle, Bergdoll Brewing Company. Harry Wright. Road score, 15 points time penalties. Cost per ton per mile, \$.00706.

Class C (between three and four tons)—Winner, Commercial Truck, entered by the American Brewing Company; driven by Karl Bey. Road score, perfect. Cost per ton per mile, \$.00792.

The result in the division for mammoth gasoline trucks has not been announced, owing to some entanglements involving statements that an overcharge of three gallons of gasoline had been made against the Gaggenau truck and that the Mack truck had been helped out of the sand on the road by an electric.

Harmsworth Cup Race To-day

The international power boat race for the British International Trophy, commonly known as the Harmsworth Cup, is scheduled to take place today—August 20—over a course located off Larchmont, N. Y. The challenging boats from England arrived in this country early in the week and at this writing—Thursday—are being put in trim for the contest with the three boats that will represent this country.

Eight boats were nominated to participate in the race with the American flag flying from their sterns, and as the field is limited to three, elimination trials were arranged by the Motor Boat Club of America for August 15, 16 and 17.

These trials were to be held in Huntington Bay, L. I., but rough water necessitated their postponement until August 18, too late for an account of them to appear in this week's issue of AUTOMOBILE TOPICS.

The elimination trials were scheduled to commence on Monday, August 15, but the twin screw boat, the *Restless*, owned and steered by T. F. Chesbrough, was the only one of the eight crafts entered in the trials prepared to

start on Monday and consequently the dates were extended to Thursday, August 18. On Monday the *Restless* was sent for three rounds of the 10-mile course in Huntington Bay, L. I., at an average speed of 24.99 knots, or 28.738 statute miles an hour. It was said that the owner held the *Restless* in check during the trial owing to the rough water out in the sound at the base of the triangle forming the course.

The three British power boats arrived in New York on August 15 on board the steamship *Minnetonka*. They were the *Maple Leaf III.*, owned by E. Mackay Edgar; the *Miranda IV.*, the entry of the Duke of Westminster, and the *Zigarella*, belonging to Daniel Hanbury. The *Maple Leaf III.* and the *Miranda IV.* were housed on the after deck, with canvas and boxing to protect them. The *Zigarella* was stowed in the hold. According to reports from abroad, these boats have been displaying exceptionally fast time in trials. They do not exceed 29 feet 11 1-2 inches over all, and the same limitations as to size must be observed by the American boats which shall race with the challengers.

Still Figuring Results of Brooklyn Contest

The reports of the observers on the cars that participated in the recent reliability contest of the Brooklyn Motor Vehicle Dealers' Association showed that 20 out of the 30 cars that started in the run finished with perfect scores. While it was known that quite a few cars completed the approximately 400 mile journey over Long Island roads without incurring penalizations, it was not expected that so many would escape bad marks in view of the stringent timing system employed.

A. R. Pardington, the referee, has not yet announced the winners of the eight trophies which were competed for in the various divisions into which the cars were divided. Before doing so all the figures of the officials will be gone over and re-checked to insure absolute accuracy of all the running time between the numerous controls. The consistent running time of the majority of the cars was so close that it is evident all competitors were out to win the prizes.

The following cars were penalized, although the cause for the dropping from the perfect score division has not been announced:

5, Ford (Walter Blair); 9, Ford (F. W. Matthews); 10, Halladay (Jos. Kenny); 13, Velie (Alfred Wilmoth); 14, Hupmobile (D. M. Bellman); 15, Krit (A. K. Schaap, Jr.); 27, Herreshoff (A. W. Blanchard); 28, Overland (George Weber), and 29, Pullman (John Hoffman).

The following cars, with drivers, completed the run with perfect scores:

1, Columbia (I. C. Kirkman); 2, Haynes (L. A. Rourke); 3, Locomobile (P. Mahoney); 4, Hudson (W. H. A. Bruns); 6, Inter-State (H. G. Martin); 7, Stevens-Duryea (P. J. McDermott); 8, Maxwell (E. T. Bloxham); 11, Winton (William Braden); 12, Auburn (Jacob Stark); 16, S. G. V. (J. W. Mears); 17, E-M-F. (F. A. Ainslee); 19, Speedwell (Arthur Gross); 21, Columbia (G. M. Wagner); 22, Chalmers "30" (Emil Fiedler); 23, Midland (Leo Anderson); 24, Haynes (R. Smidt); 25, Maxwell (C. Fleming); 26, Crawford (W. J. Houldcroft), and 30, Pullman (Ellis Kulp).

Drexel on High Flying

J. Armstrong Drexel, a wealthy Philadelphian, who has been greatly interested in aeronautics for several years, established a new record for a heavier-than-air machine on August 11, when he rose to the height of 6,750 feet at Lanark, Scotland. The highest flight previously recorded was made by Walter Brookins during the July aviation meet at Atlantic City, N. J., he rising to the height of 6,275 feet.

Drexel has been giving exhibitions through the United Kingdom for the last few weeks, and while he was not after any particular record on August 11, he found that his machine was running so well that he thought he would see how high it would carry him. He was in the air for 75 minutes, flat, and when he descended he was told that he had gone a trifle higher than 6,000 feet. This satisfied him, but the following day the figures were gone over again and the barometer examined. A mistake in the previous calculation was found, and the high-flying record was awarded to the young American amateur. This is the fifth time this year the high-flight record has been broken.

In describing his sensations while aloft, Drexel said:

I rose very swiftly to an altitude of 4,000 feet and then plunged straight into a cloud. I gazed at my aneroid barometer and saw that I was mounting steadily.

My motor continued to work perfectly, and I went on up and up.

It became almost intolerably cold; my breath issued from my mouth in a white column of vapor; my knees and hands were almost frozen.

My motor, too, began to weaken. No doubt the atmosphere at this altitude had begun to affect the carburetion.

I attempted to readjust the mixture of air and petrol, but one of my hands was now completely numbed and I couldn't use it. Still I didn't give in, but kept my machine going.

Its upward climb became very slow. My recorder showed that in the last four minutes of my climb I had ascended only 50 feet. Not only did my progress upward become slower and slower, but the hand with which I held the controlling lever began to lose all sensation, owing to the extreme cold.

I realized that I had come to the limit of my endeavor, so pointing the bow of the machine downward, I looked below me. I was high above a bank of clouds, which obscured any view of the earth.

I let my monoplane fall as swiftly as it would go. What I was afraid of was that I might lose the use of my hands entirely.

So fast did I descend that I swept down 5,000 feet in only four minutes. The rapidity of the fall gave a singing sensation in my ears. Beyond a momentary deafness my one and a quarter mile climb had no adverse effect upon me save for the fact that I was almost frozen.

Germans and French Fall Out

German newspapers last week carried editorials in which the officers of the German army were advised to order their sharpshooters to fire on all aeroplanes flying over the German fortresses. This action was caused by the French aeronauts crossing and recrossing the border between the countries at their own sweet will, and hovering over the German strongholds.

The protesting editors point out that if this is allowed to continue Germany can hope to have no military secrets from the French and dire results may come of the practice. The German newspapers say the sentries should shoot, not to frighten, wound or disable, but to kill.

A copy of one of these editorials was shown Le Blanc, the aviator, who is taking part in the 488-mile aeroplane race over France. A few minutes later, a German officer, who had witnessed part of Le Blanc's wonderful flight, was introduced to him and offered to shake hands. Le Blanc turned his back on the German, and replied that he did not care to have anything to do with "an enemy of his country."

To Fly at Fort George

For the last eight weeks a gang of men has been at work on the heights of Fort George, N. Y., leveling off a tract containing about 12 acres for the purpose of establishing an aeroplane school and a place where aviation meets on a small scale may be held. Frederic Thompson, the theatrical manager, is financing the new park and F. T. Lovelace, a practical aeronaut, is superintending the actual work. It is planned, when the field is completed, to give daily exhibitions of flying in heavier-than-air machines, Thompson being of the opinion that New Yorkers are looking for that kind of entertainment just at present.

The most successful of the aeroplanes used at the aviation meet in Johannisthal, Germany, were Wright machines. The first prize was won by a Wright biplane and the second prize went to a German biplane. The meet closed on August 13.

Getting Elgin Course Ready

With the time for running the Elgin national stock chassis races, to be conducted by the Chicago Motor Club on August 26 and 27, drawing near, interest in the affair, which will probably be the only road races held in the Middle-West this year, is rapidly increasing. During the past week the promoting club and the American Automobile Association, under whose sanction the events will be held, have received 13 addition entries to those announced in last week's issue of AUTOMOBILE TOPICS.

The oiling of the course and the repairing of certain parts of the road-way is progressing rapidly. The turn at the northwest end is being banked in a manner which will make it safe and fast, and preparations are being made for the erection of the 44-inch wire fence which is to enclose the entire course as a safeguard against the encroachment of spectators on the roadway over which the cars will race. Every precaution is being taken and preparations made to make the course a fast one and safe alike for drivers and spectators.

The races will be timed by the Warner automatic timing device and the technical details will be in the hands of the Technical Committee of the American Automobile Association. As these races will be the only stock chassis road races of the year held under the direct co-operation of the A. A. A. Contest Board, the value attaching to the per-

formance of cars in such races must be apparent.

The revised list of cars and drivers is as follows:

First Day, August 26

Fox River Trophy, 161-230 cubic inches piston displacement.—Benz, Edward A. Hearne; Cole 1910 "30" Model "E," W. N. Endicott; Ford 1910 "T," Frank Kulick; Kisselkar 1910 "L.D. 10," Harry Endicott; Staver-Chicago, 1910 "H," Chester S. Cheney, and Staver-Chicago, 1910 "H," G. Monkmeier.

Kane County Trophy, 231-300 cubic inches piston displacement.—Cino, —; Marmon 1910 "32," Jos. Dawson; Marmon, Ray Harroun; Midland 1910 "L," Ralph H. Ireland, and Overland 1910 "42," Al Schuler.

Illinois Trophy, 301-450 piston displacement.—Falcar 1910 "Fal," J. F. Gelnow; Falcar 1910 "Fal," W. H. Pearce; Kisselkar 1910 "D," Geo. Schoeneck; Marion, A. Monson; Marmon, —; National 1910 "40," Al. Livingstone; National 1910 "40," A. W. Greiner; Velie, E. C. Gooney, and Velie, J. H. Stickney.

Second Day, August 27

Elgin National Trophy, under 600 piston displacement.—Alco 1908 4-60, Harry F. Grant; Black Crow 1910 "L," —; Jackson 1910 "59," E. F. Scheiffer; Kisselkar 1910 "D" 10, George Shoeneck; Lozier 1911 "46," Ralph W. Mulford; Marion, A. Monson; Marmon, Jos. C. Dawson; Marmon, Ray Harroun; Matheson 1911 "18," Guy Carpenter; National 1910 "40," Al Livingstone; National 1910 "40," A. W. Greiner, and Simplex 1910 "D" 30-50, H. Saynor.

Transcontinental Record-Breakers Doing Well

L. L. Whitman and E. L. Hammond, who left New York on August 8 in a 1911 Reo "4-30" in an effort to break Whitman's world's record for a trip from New York to San Francisco, have been making good progress despite the inclement weather and the unfavorable road conditions encountered. They left Montello, Nevada, Monday, August 15.

The transcontinentalists left New York 12.01 A. M. Monday, August 8, under an 11-day schedule, which is over 4 days better than the previous record. At Montello Whitman was 12½ hours ahead of his 11-day schedule. The distance from New York to Montello is 2,825 miles, which was covered by him in the Reo in 181½ hours. A later dispatch reports that he was sighted near Battle Mountain,

Nevada, Tuesday morning, August 9. Whitman reports having been delayed about two hours by bad sand roads between Ogden and Montello. He also reports having been delayed over twelve hours by heavy rains, mud, ferries and local speed ordinances between New York and Cedar Rapids, Iowa.

Whitman's route to Montello lay via Albany, Schnectady, Amsterdam, Utica, Geneva, Buffalo, Erie, Cleveland, Fremont, Bryan, Goshen, South Bend, Aurora, Cedar Rapids, Council Bluffs, North Platts, Cheyenne, Laramie, Green River and Ogden.

The Crookston Automobile Club, of Minnesota, is preparing routes to be equipped with sign boards by the Goodrich Company.

Keeping Tabs on Massachusetts Legislators

BOSTON, August 15.—What may be regarded as the first step toward paving the way for the introduction of the motor interests into politics, in order that the members of the Legislature may see the light, was the action of the Massachusetts State Association in sending out, last week, to all its members a statement relative to the vote on the light bill at the last session of the Legislature. The yeas and nays on the first reading were given when the bill was reported. It shows how each member voted, and the motorists are asked to note if candidates they voted for were opposed to the bill. On the third reading the bill was defeated, but so cleverly was it worked that there was no roll call.

As a matter of fact, the defeat can be blamed on the Republican party, the dominant party in the House, because it was afraid of the farmer vote, and those who kept in touch with the question were not surprised at the result. The vote defeating the measure was shouted loud enough to be heard on Boston Common, and it was regarded as a joke by some of the members. This is a good beginning, but there are other forces at work, also with a view of prodding the dullards, who have been in power and having regarded the motor industry as legitimate prey for laws.

There is a plan on foot now in Boston to have a number of circulars printed with parallel columns, showing what the motorists have asked for and what they have received at the hands of the Legislature. It will make very interesting and surprising reading. These circulars are to be sent to every automobile, top, tire, body and lampmaker, garage man, employe, hotel man or anyone else connected with the industry.

There is also a plan on foot to send speakers

to such places as Chicopee, Amesbury, Orange, Pittsfield and other cities where cars, bodies, lamps, tops, tires, etc., are made, and show how the Republican party has not been fair to the industry. With the dissatisfaction that exists in the Republican party, together with the labor forces arrayed against Governor Draper, and the Democrats working in harmony, those who have gone over the figures carefully estimate that it would not be impossible to change at least 800 or 1,000 votes.

More than one member of the Republican party who has got an inkling of what is in the wind is worried over the outlook, because it is realized that if Governor Draper goes down to defeat he will carry down a number of Representatives pledged to Senator Lodge, and thereby threaten the latter's re-election. As it was Governor Draper who forced the bill through taxing the motor cars according to horsepower, after it had been defeated in previous years; and the last Legislature refused to enact the light bill, while on the other hand it put up the bars to visiting motorists from neighboring State like New York, Maine, New Hampshire and Vermont, precluding their visiting the Bay State more than 10 days in any one year, while Massachusetts motorists are welcomed in the other States, the Republican party cannot present any defense or show that it has really passed legislation of any real value to motorists. And some of the motorists, realizing that this is a good year to make a fight, are back of the plan to start things going by trying to smash things from the head of the ticket down.

As a matter of fact, the motor industry came very near being added to the Democratic issues last year, but the matter was considered too late to get facts and figures together.

Skene Must Stand Trial

Supreme Court Justice Coman, presiding at an extraordinary term of the Supreme Court in Albany, N. Y., on August 11, to try the indictments found against Frederick Skene, former engineer and surveyor for the State of New York, which charge Skene with complicity in the "good roads graft," denied the motion of William Travers Jerome, former District Attorney of New York City, and now act-

ing as Skene's counsel, for the dismissal of any of the 17 indictments.

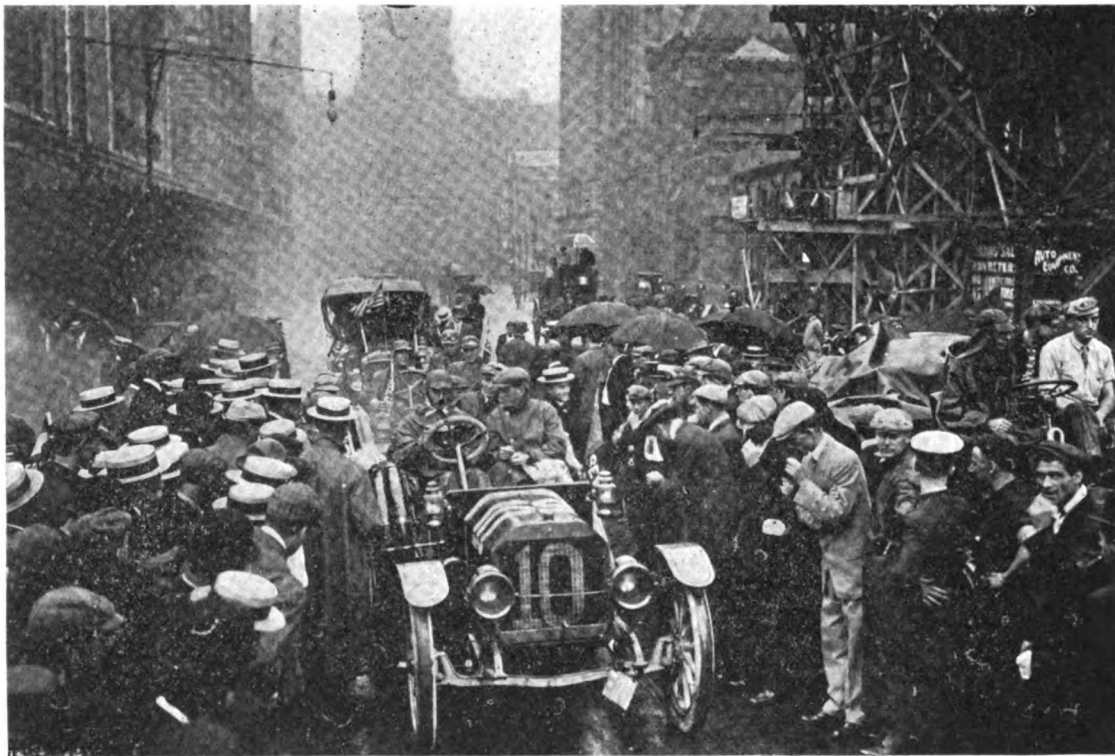
Skene was formally arraigned and after pleading "not guilty," his counsel, Mr. Jerome, demurred to the indictments on the ground that they did not show misrepresentation with felonious intent. The demurrer was overruled and the date of trial was fixed for August 29.

Munsey Run Has Twenty-eight Starters

Under lowering skies, which threatened to make touring anything but a pleasure, 28 cars started from Broad and Rose Streets, Philadelphia, Pa., on August 16, to take part in the historic tour under the auspices of the Munsey newspapers. Early as it was, a large crowd was on hand and as the first pilot car went off it was given a rousing cheer. As the

Two cars were penalized for being late in reaching the control, but no serious trouble was reported by any of the tourists.

The second day's trip was even more enjoyable than the first. The 107-mile run to New London, Conn., where the night control was placed, was almost perfect, weather and roads combining to make things agreeable.



THE STARTING PLACE; CITY HALL IN THE DISTANCE.

other cars started, they too, were given a first-class sendoff.

The clouds contented themselves with threatening, however, and by the time Morristown was reached the weather was all that could be asked and the tourists were enjoying the perfect roads. The cars were running smoothly and a lack of mishaps, tire troubles and road difficulties augured well for the successful finish of the run, which will pass through some of the most historic places in the Middle Atlantic and New England States before it is concluded.

West Point, N. Y., was the first night control, and the cars and tourists arrived there according to schedule and in good condition.

Two more cars were penalized, one having a leak in its gasoline tank and the second taking on supplies out of control.

Mrs. Fisher Ends Journey Around Globe

Mrs. Harriet Clarke Fisher has reached her home in Trenton, N. J., after completing a tour of the world in a Locomobile. She made her start from New York City on July 19, 1909, and returned on August 16, having traveled in the intervening period 18,000 miles in her 40 hp. car and 7,000 miles by boat.

Mrs. Fisher says that, counting in the first cost of her equipment, her repair bill and the incidental expenses did not cost her any more than had she made the journey by train.

Why They Go to School

After coming in close contact with several hundred prospective purchasers of automobiles—many of them country folk—H. Clifford Brokaw, principal of the automobile school of the West Side Young Men's Christian Association, New York, is of the opinion that there is no truth in the statements that a financial panic is impending because persons who cannot afford automobiles are mortgaging their homes to pay for cars.

"In the last year 1,170 men were graduated from our automobile school," said Mr. Brokaw. "About one-half of these students were men who contemplated buying machines as soon as they finished their course. Some were city men, but a great many were from the country. I came in personal contact with these men, and I do not know of one case of a man mortgaging his home to buy an automobile or going to other extreme ends to get a machine.

"Many of our students—doctors for instance—had done some careful figuring, and were buying machines as a matter of economy.

"Then, too, for the average person an automobile is simply a different form of recreation. The amount spent for the purchase and maintenance of an automobile represents what was formerly laid out for theaters, theater suppers, excursions to the country and seashore, etc.

"So far as expense after purchase is concerned, I have demonstrated that for the man who owns a car, it is cheaper to take a party of five or six to Coney Island or out into the country in his own machine than to pay trolley or train fares. Investigation at first hand will show that the average man of moderate means is buying and maintaining his car by doing away with other forms of amusement."

Big Time for Vermont Motorists

Arrangements are being made by the Automobile Club of Vermont for the holding of its mid-summer run to Montpelier on August 22, this being the date on which the Munsey Historic tour is scheduled to reach Montpelier on the way through the State. The club is making extensive preparations for the reception of the travelers and Governor Prouty has signified his intention of being present.

The Montpelier Board of Trade has arranged for a contest for decorated cars of the following classes, to be held on the same day:

First and second prizes will be awarded for

the best decorated car owned in Montpelier; for the best decorated car from Barre; for the best decorated car outside Montpelier and Barre; and five prizes for the best five cars from any one town outside Montpelier, the conditions of this latter competition being that no decorated cars will be eligible to compete, that class and cost of cars will not be considered, nor will the question as to whether the five cars are all of the same make, but the decision will be influenced by the cleanliness, appointments, and general appearance of all.

Sign Posting Work of Jersey Club

The sign posts prepared by the New Jersey Automobile and Motor Club are now being put up in Essex, Morris and Passaic Counties, under the supervision of Melville H. Carpenter, chairman of the roads committee. The new signs are of great advantage to motorists, as well as to the others using the public roads. In a great many places the local authorities have failed to erect signs, and traveling has not been enjoyable. In the sparsely populated sections of New Jersey where houses are few and turns numerous the placing of these signs has been heartily approved of.

The Northern New Jersey road maps, compiled by a committee of the New Jersey Automobile and Motor Club, are now ready for distribution. The maps show every road, lane and street in the territory covered and are of extreme value to all users of the public highways in this section. All through routes are indicated in blue; all smooth roads, both in city and country, are shown in red, and all other highways are shown in outline.

What the Plank Road May Be

It is likely that the Plank Road, running from Jersey City to Newark, and a connecting link in motoring from New York to Philadelphia, will be re-constructed as a two or three course road. A resolution favoring such a highway was recently passed by the New Jersey Automobile and Motor Club and County Engineer Owens, on behalf of Essex County, which body has charge of this work, is now making estimates of the cost of the road as approved by the Newark organization of motorists. The club is working hard to have a portion of the re-built road constructed with a smooth pavement, preferably wooden block on a concrete foundation.

New Jersey Motorists Meet and Resolve

NEWARK, N. J., Aug. 17.—That a determined effort is to be made by the New Jersey autoists to have a revision of the present automobile law win in that State, is evidenced by the fact that a series of mass meetings are being held throughout the State, under the auspices of the different automobile clubs. Meetings have already been held at Paterson and Jersey City, and tonight the New Jersey Automobile and Motor Club placed itself on record at a largely attended gathering of well-known motorists. Men prominent in automobile circles throughout the State were present and all were unanimous in their belief that something should be done to relieve New Jersey from the odium it has incurred owing to the obnoxious automobile law, as it applies to non-resident motorists.

State Commissioner of Motor Vehicles J. B. R. Smith was invited to speak at the Newark meeting, but his remarks met with scant approval. Members of the State Assembly addressed the meeting, and promised their hearty support in amending the present laws. The following resolutions, which were proposed by Horace A. Bonnell, former secretary of the Newark Club, were unanimously adopted:

Whereas, The existing automobile statute known as the Frelinghuysen law, with its amendments, has caused our neighboring States to pass retaliatory measures, and,

Whereas, The business interests of the State are being affected, tourists from other States being barred from entering our borders until they have filed with the Secretary of State powers of attorney and secured licenses for which compensation is exacted, and

Whereas, Because of this provision our own citizens are required to take out licenses and pay the full resident licenses fees at great cost and inconvenience before they can enter the borders of some of our neighboring States, and

Whereas, Approximately \$400,000 of the reported \$500,000 to be expended by this State in the repair of improved roads during the year, is received from the license fees from motorists. Therefore, be it

Resolved, That the automobilists in this vicinity, in mass meeting assembled, in order to protect the good name of our State, use their influence in the coming election to elect those men to office regardless of party, who shall pledge themselves to the unqualified support of the motoring interests in assisting in passing the following amendments to the present law:

1.—That non-resident automobilists, desiring to

tour in New Jersey, be permitted to do so for a limited period of time, without expense to them and without requiring them to take out special licenses, or sign powers of attorney, before entering the borders of this State, provided they have duly complied with the laws of the States in which they reside.

2.—That the law which was recently passed requiring all vehicles to carry lights at night shall be re-enacted, and made so that it can be properly enforced, a minimum penalty fixed, and the fines collected for breaches thereof, and turned over to the State Treasurer to be spent only on the repair of improved highways.

3.—That the horsepower of cars for license purposes shall be rated at A. L. A. M. rating and not upon the manufacturer's rating.

4.—That in consideration of the large sums received from license fees by the State, automobiles be exempted from further taxation, and that the fees so collected be paid in lieu of any and all taxes.

5.—That two thousand dollars (\$2,000) per year, for a period of at least three years, be set aside from the funds paid by the automobilists for licenses, etc., such amount to be used in erecting proper guiding signs upon the highways where required.

6.—That the motorists shall have the right to appeal to the Supreme Court from the decisions of the Commissioner of Motor Vehicles.

7.—That a law be enacted requiring gates at all grade crossings of steam railways, and of electric railways, where operated over a private right of way, crossing or public highway.

What the Otto Really Did

In its account of the race meet at the Point Breeze track, Philadelphia, last week AUTOMOBILE TOPICS stated that the Otto car was driven by F. Sherwood, whereas George Jones was at the wheel. The tire troubles in the first mile resulted in the Otto losing eight laps instead of two. In the 10-mile race for 161 to 300 cars the Otto finished second, and the Ford third. The previous victory by the Otto in an Otto-Mercer match was not reversed by the A. A. A.

Automobile Prosperity in South Dakota

According to an announcement by the Secretary of State, the automobile industry has been flourishing in South Dakota this summer. In July the registrations went up 575, or more than 19 a day for every day of the month. The total number of cars registered up to August 1 was 6,280.

Grand Concourse is Neglected

Automobilists who have occasion to use the new outlet from New York City to northern points, the Grand Concourse Boulevard, have complained to the New York Park Board that the highway, leading, as it does, directly from the northern end of Mott Avenue (Bronx) practically due north to the great parkway systems and the broad cross-town thoroughfares, has not received the attention such an important thoroughfare should be given. With the opening of the concourse motorists thought that they had at last attained an ideal road leading out of the city, but the inattention paid to the maintenance of the highway has resulted in less imposing but more satisfactory thoroughfares being used.

The statement has been made in several cases that not only is it an extreme discomfort to drive over the Grand Concourse, but even if one were to go at a low rate of speed its condition is so bad as to be a real menace to the car itself. A prominent motorist who travels extensively in the Bronx, in speaking of the condition of this Bronx Boulevard recently said:

"The Boulevard is very poorly illuminated at night, making it necessary for motorists to use their acetylene lamps, and, while this is contrary to the city ordinance, it is nevertheless absolutely essential for the proper protection of the occupants of the car, as well as other users of the roadway. A lighting company is now putting up lamp posts along the Boulevard and laying conduits across the road. These have been covered over roughly with earth, virtually leaving what is commonly known in country sections as "thank you ma'ams." These hummocks are dangerous to a car going at a fair rate of speed, and motorists should be cautioned in driving over the Concourse at night to go slowly over these rough places."

Racine Wants to License Drivers

Racine has taken the lead among Wisconsin cities in an attempt to license drivers of automobiles. An ordinance to this effect has been introduced in the Common Council, and despite strong opposition, has been advanced to its third reading. There is now little doubt that the measure will be passed at the next council meeting. The excuse given for the introduction of the ordinance was that there had

been too much reckless driving and that by the regulation afforded by a license method it will be stopped.

The ordinance provides that no one under 16 years of age can have a license and that the licenses are to be granted by the chief of police. A fee of a dollar is charged. All holders of licenses will be provided with badges, which they must show to any police officer upon request.

It is necessary to swear to a complaint and then to appear before the Common Council to prosecute. The penalty for violating the ordinance is a fine of not less than \$5 and not more than \$25, and a revocation of the license.

New Jersey Licenses in Massachusetts

The Massachusetts Highway Commission has given the chiefs of police in Springfield, Pittsfield, Greenfield, Lowell, Newburyport and North Attleboro authority to grant temporary licenses to New Jersey motorists, who are on their way across the Bay State, so that they may not have to go to Boston for such licenses. This was brought about because of the recent law preventing New Jersey motorists from operating without a license in Massachusetts, and it was deemed fair to give them a chance to take out a license at some available point. The cities named are so located that New Jersey motorists pass through them on the way from the south, west and north, and will not force them to skirt around through New York and Vermont to get to and from the White Mountains.

Busy Week Planned

The annual meeting of the Wisconsin State A. A. will be held in Milwaukee, Wis., on September 14, in conjunction with the Wisconsin State Fair. The by-laws will be changed so that every local club in the State will be entitled to one member on the board of directors. A mammoth good roads rally will be held during the fair under auspices of the association.

The association also plans to hold a motor show for the benefit of farmers, but the plans for this have not advanced sufficiently to give an indication of its extent. It is planned to lease the new machinery building, containing 52,500 square feet of floor space. Private interests have been working on a plan to lease 10,000 feet of space on the grounds and sublet it to dealers.

PREVENTIVES AND REMEDIES

When the supply tank of a motor car, using pressure feed to the carbureter is refilled with gasolene, most motorists use the hand-pump provided to replace sufficient pressure in the tank to get the motor started. Generally there is enough gasolene in the carbureter at all times to run the car for several minutes, in which time sufficient pressure should be forced into the tank through the pressure feed from the exhaust in the regular way so that it should rarely be necessary to use the hand-pump. On some cars employing pressure feed the handpump is so seldom used that the washers therein dry up, and when it does become necessary to use it, it will not work. In such cases the desired results can be obtained by temporarily plugging the outlet of the exhaust pipe and then cranking the motor. This will quickly create excessive pressure in the exhaust pipe, which will be conducted through the regular pressure piping to the supply tank. Thus, a few turns of the crankshaft of the motor will be just as effective as many strokes of the pump when in good order.

It is very difficult for the amateur to judge the qualities of oil correctly, and the only safe course is to purchase a reputable make. Cylinder oil is subjected to a very high temperature, and only mineral oils will stand it. As air-cooled cylinders get hotter than the water-cooled, they require a thicker oil, so that they may retain sufficient viscosity in use; but best gas engine oil may be used for a water-cooled motor, at a pinch. A less expensive oil may be used for lubricating other parts of the car, as they are not subjected to high temperatures. The oil cans used on the car should be of different patterns or colors, so that they may be readily distinguished and mistakes thus avoided.

Two pairs of pliers should be carried—one, a small pair of watchmakers' pliers, for electrical work and other light jobs; the other, a good-sized pair of parallel action pliers with wire cutter, for general use. The tire repair outfit should include prepared patches of various sizes, sheet rubber, ditto backed with thin canvas, rubber solution, solutioned canvas, French chalk, three-tire levers, two or three security bolts, with nuts, spare

valve rubbers, an indelible ink pencil and a pair of scissors. In addition, one should carry spare tins of solution and French chalk. The tubular wrench is a very handy instrument for turning awkwardly-placed nuts. The ends of the tube are made hexagonal, so as to slide on to the nut from the top, and holes are pierced in the tube to receive a cross bar, by which it and the nut can be turned.

Although it is necessary to remove the muffler from the car and take it entirely apart in order to clean it thoroughly, it is possible to effect a very satisfactory temporary clearing of the choked passages by tapping the muffler lightly all over with a hammer.

A broken hood clasp never should be neglected, nor should a car normally equipped with a bonnet strap be permitted to run for any distance minus that fastening. Although the risk may seem to be slight, the peril which follows the jumping off of a loose bonnet is too great to be risked for the sake of saving a few minutes time or a small amount of expense.

It is important that the garage should be free from moisture. Dampness, by causing metallic parts, both ornamental and mechanical, to corrode, greatly increases the labor necessary to keep the car in good condition, also tending to cause deterioration in such parts as are not subject to frequent attention. A moist atmosphere also tends to kill the gloss of newly varnished surfaces, and may cause upholstering fabrics to molder. Difficulties of the sort occasionally arise in old buildings which have been reclaimed from other uses. Tight walls, well-cemented basements and good ventilation are the usual methods of putting an end to the difficulty that otherwise is encountered.

If the clutch is released when the car is turning a corner, it relieves the differential gearing and also relieves the tires of the driving strain. Furthermore, the slipping of the clutch in letting it in again would relieve the motor of much of the strain of picking up speed on the higher gear.

COMMERCIAL MOTOR VEHICLES

New Truck Company in Columbus

The proposed new company for the manufacture of brewery automobile trucks was incorporated at Columbus, O., last week, and the Secretary of State issued papers to the company, which will be known as the Dayton Auto Truck Company. The company has a capitalization of \$50,000, and the incorporators are Louis L. Wehner, Henry A. Lewis, George W. Ozias, Charles A. White and I. M. Pooch. The new firm will locate in Dayton, O., but definite plans for its factory site have not been announced.

Twin Cities Have New Factory

The Schurmeier Motor Car Company has opened a factory half way between Minneapolis and St. Paul, Miss., for the manufacture of the Schurmeier light delivery car.

Motor Fire Apparatus for Racine

The first motor fire apparatus in Wisconsin will be that which has just been contracted for by the city of Racine, Wis. It will be a combination hose and chemical truck, and will

be furnished by the American-LaFrance Company, of Chicago. The truck will be placed at the State Street station, in the heart of the city. The price is \$5,000. The Common Council also plans to install a motor ambulance and patrol wagon.

Hart-Kraft in Louisville

The Reimers Motor Car Company, of Louisville, Ky., representatives of the Haynes, Reo and Babcock electric, has added a commercial truck to its line. The Hart-Kraft light delivery wagon was the car secured.

Takes Another Bus

The Girling-Warner Company has added a new Wilcox bus to its Minneapolis-Anoka line, making two in all. Four trips are made each day between the two Minnesota cities.

\$1,500,000 Concern in Indianapolis

The Great American Automobile Company, Indianapolis, was incorporated at Dover, Del., last week with an authorized capitalization of \$1,500,000. The stock will be sold by public subscription and the company, which will man-



MOTOR STREET SPRINKLER USED IN BERLIN

ufacture commercial vehicles, has an option on 80 acres of ground for a factory site, west of the Indianapolis motor speedway. Directors of the company are Samuel Quinn, Jr., Charles N. Lee and L. H. Van Briggles, of Indianapolis, Ind., and H. Davis, of Wilmington, Del.

More Police Cars for Detroit

Five new police cars will be placed in commission in Detroit, Mich., on September 15, and Police Commissioner F. R. Coudl says that with them he will be able to give the residents of the outlying districts much better police protection than they now get. The automobile police patrol is giving good service and since it was placed in commission has been used 128 times as an emergency ambulance.

Milwaukee Wants More Cars

The Milwaukee, Wis., Common Council has appropriated \$3,500 for the purchase of a motor ambulance truck. The city has in use a motor police patrol, besides more than a dozen touring cars and roadsters for various municipal departments.

Freight Truck Line for Indiana

A number of Churubusco, Ind., business men are organizing a transportation company to be known as the Fort Wayne, Churubusco & Northern Transportation Company. The plan is not as yet completed, but it involves the putting into commission of a large solid tire automobile truck of five tons capacity to transport freight, making daily trips to Fort Wayne, Churubusco, Wolf Lake and Wawasee. A large passenger truck is also to be operated on the same schedule, when plans are completed.

Wants Another Wilcox

The Minneapolis Gas Light Company has placed an order with the H. E. Wilcox Motor Car Company for a 3-ton motor truck. This is the second vehicle of this make that concern has bought since May 30.

"Taxicab Service"

"Taxicab Service" is the title of an artistic pamphlet issued by the McAllister-Newgord Company, Minneapolis, which operates the taxicabs from the Hotel Radisson. The booklet is a shopping guide. The purpose of the

book, which is artistically printed and illustrated, is to give in concise and comprehensive form information, which will be of assistance to patrons shopping in Minneapolis.

Sloane & Co., Will Use Whites

W. & J. Sloane & Company, of New York, has ordered from the White Company, of Cleveland, eight White gasoline trucks to replace horses in its New York business. Six of these trucks are 3-ton models and two are 1 1-2-ton trucks. It is probable that more of these trucks will be installed later, in branches of this company's business in other cities.

To Build 100 Trucks First Year

The Adams Brothers Company, Findley, O., has been formed to build commercial trucks. A large plant has been secured and work on a sample is now being done. The truck will be built in several different sizes, suitable for all kinds of delivery. The first model will be ready by September 15, and it is planned to build about 100 for the initial year. L. A. Adams, one of the firm, says they have contracted for enough material to build that many.

No Machine Without Bids

Although a number of bids have been received, the board of public safety, of Indianapolis, Ind., may be unable to buy an automobile patrol wagon and an automobile fire wagon. The City Council stated it would not appropriate money for the automobiles until bids had been received, and although the bids are now in, the money is not yet available. The city legal department says it is illegal for the board to ask for, or receive bids, until it has money available to make a contract, while the council says the legal department is wrong.

Police Prohibited Truck Demonstration

A demonstration in Indianapolis, Ind., streets with a 5-ton truck, manufactured by the Universal Motor Company, of New Castle, Pa., will not be permitted by the police this week, on the ground that it would conflict with the ordinance forbidding vehicles used for advertising purposes in the streets. The company wishes to carry a load of from 50 to 100 tons on one of its trucks and five trailers. The company has established temporary quarters in the Denison Hotel, Indianapolis, Ind.

INDUSTRIAL AND TRADE NEWS

NEW YORK

New York

Considerable interest was taken by garage owners in a case recently heard by Justice Goff in the Special Term of the Supreme Court in which owners of apartment houses in the neighborhood of Seventh Avenue and 124th Street, New York, applied for an injunction against the Uptown Garage, in 124th Street, near Seventh Avenue, on the ground that the smell of burning rubber and gasoline coming from the garage made their tenants ill. After listening to the complaints of the property owners Justice Goff issued a conditional injunction against the aforesaid garage which read as follows:

An injunction pendente lite may issue restraining defendant from cranking engines or running them without a muffler, hammering or producing other loud noises between the hours of 10 P. M. and 8 A. M., unless the windows of the garage, at the times when it becomes necessary to make such noises, shall be closed, and from permitting noxious smells or smoke from burning rubber and oil to issue from the building, except through vents in the roof, and from using electric lights with reflectors in such a manner as to flash into the windows of the premises.

This is said to be the first injunction issued here against a garage, and Justice Goff in his decision gives his reasons therefor and comments upon the necessary noises of a large city and points out how and when a court of equity will come to the aid of persons who cannot sleep by reasons of noises that are a nuisance.

After setting forth that the plaintiffs asserted that their tenants were disturbed and kept awake, especially in the early hours of the morning, by reason of the noises from the garage and that the tenants were caused "nausea and vomiting by reason of the odors of burning rubber and gasoline," and that they were also annoyed by swearing on the part of some persons in the garage, Justice Goff said:

It is doubtless true that one who lives in a city cannot expect the quiet of the country and must pay the price of being close to these activities which make city life attractive or necessary by suffering some degree of annoyance. It is also true that disturbing noises to warrant injunctive relief must be substantially disturbing with reference to all the circumstances in the case. This

neighborhood is residential. Noises which prevent sleep and offensive odors which produce nausea are nuisances.

Continuing, the Court said:

While defendant is engaged in a legitimate and useful business, yet it must operate with due regard to the comfort of its neighbors, and if it can conduct its business without noise and offensive odors, it is bound to adopt whatever means are requisite to that end, taking the discomfort and expense to itself rather than impose it upon its neighbors.

"It appears," added the court, "that defendant can shut in the noise and odors by keeping the windows closed in the rear of the garage. It objects that that would prevent proper ventilation, but it is possible to ventilate a building thoroughly by the use of modern appliances, even though it may not have a single window."

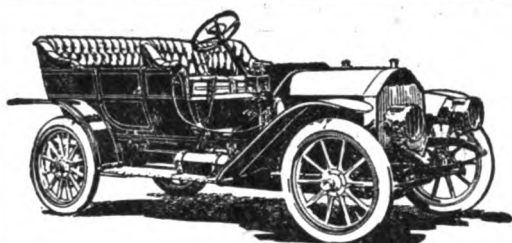
Harry Grant and his 6-cylinder Alco that won the Vanderbilt Cup race last fall, were entered on August 15 simultaneously in the Grand Prize, October 15, the Fairmont Park race, October 8, and the Elgin road race, August 27. The entries with checks were sent out on August 13. Grant's entry for the Vanderbilt was made a couple of weeks ago. Grant's entry for the Vanderbilt cup was made a couple of weeks ago. Grant announces that he will drive the same car in every race, it being an Alco stock car of 60 hp. He says he depends entirely upon the lasting quality of the car, its consistent running and staying power. He figures that while he will have to meet cars of much greater power and greater speed in all the races, he will have a chance by making his usual equable drive and rolling up a fair average speed for the whole race.

Manager H. W. Yule, of the B. F. Goodrich Company of New York, unearthed a scheme last week by which two of the employees of the company were selling tires to private individuals at dealers' prices and pocketing the difference. As the result of Mr. Yule's discovery, Walter Burke and Paul Foran, the two employees, and S. C. Meyer, an automobile dealer with headquarters at 2 Hudson Street, Manhattan, were indicted by the Grand Jury on August 8 for larceny.

The scheme worked by Burke and Foran would be to have purchasers of goods at the

Automobile Topics Tour

AUGUST 20, 1910—296—Louisville to Pittsburgh
Second Section—Columbus to Pittsburgh



Think of the Engine

when you buy your automobile—remember that it is the most important feature of your car. On it depends your comfort—pleasure—and the degree of economy with which you can operate your machine. If you will think of this when you buy you will be on the right road to a satisfactory purchase. The

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The Car with The Famous Engine

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is noted for its quiet, powerful, dependable and economical power plant. Built by Mr. A. J. Pierce, known the world over as an expert in the designing and construction of high-efficiency engines.

The excellence of motor construction is reflected in every other part of the car. Body, tires, wheels, springs, upholstery, etc., are all of a quality only found on the highest-priced machines.

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1716 Michigan Ave., Chicago

915-919 Irwin Ave., Pittsburgh
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1533 37 Frederick Ave., St. Joseph
1110-12 E. 15th St., Kansas City
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GUARANTEED 5000 MILES

AJAX TIRES

THE SUCCESS OF AJAX EXTRA HEAVY NON-SKID TIRES is of interest to every motorist who values life and limb and desires to secure the greatest possible mileage at the least possible expense.

AFTER exhaustive tests under all conditions in all parts of the country Ajax Extra Heavy Non-Skid Tires have not only demonstrated exclusive non-skid qualities, but the heavy rectangular shaped rubber tread making possible these desirable characteristics has also proven practically non-puncturable, thereby increasing the life of the tire in contrast to the usual results coming with nearly all non-skid devices.

THE purchaser may thus obtain a non-skid and practically puncture-proof tire which in addition is backed by the exclusive Ajax Guarantee of 5000 miles or 200 day's service.

Ajax Extra Heavy Non-Skid Tires must be seen and used to be appreciated

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San Francisco, Los Angeles, Milwaukee, St. Louis

Please Mention AUTOMOBILE TOPICS When Writing.

Loose Sheets of This and Previous Sections May be Obtained by Remitting 10c. for Each

LOUISVILLE TO PITTSBURG

Second Section—Columbus to Pittsburg

This week's tour covers the section from Columbus to Pittsburg, the details being as follows:

From Hotel Hartman, continue due east and about 2.5 miles from hotel, cross R. R. and then continue straight ahead, passing through Renoldsburg, Etna, Kirksville, Hebron, Jacksontown and Mt. Sterling. Pass fork on left, cross bridge over Muskingum River. Cross R. R. and continue into Zanesville. Follow trolley and a short distance beyond leave trolley and cross R. R. twice. Through Norwich and into

New Concord (70.7 miles).

Pass toll gate and cross R. R. Bear to right across covered bridge and tracks, with R. R. station in the triangle; continue into Cambridge. Through two toll gates and then through Washington, Fairview, Hendrysburg, Morristown, Loydsville and St. Clairsville. Cross R. R. and trolley tracks and then through toll gate, where leave ticket. Turn to left about 1.5 miles beyond, and at next street turn right and cross R. R. into Bridgeport. Leaving Bridgeport cross iron bridge over west fork of the Ohio River and turn to left into suspension bridge over east fork of Ohio River. Follow trolleys from 19th Street and turn right into Market Street, of

Wheeling (131 miles).

Continue on Market Street to 16th Street, where turn left to McCulloch Street. Bear left and pass car barn on right. Turn right on Baker Street and go over R. R. bridge and under R. R. trestle. Bear left and pass Peninsula Cemetery on right and upgrade. At top bear right, cross R. R. tracks, over bridge, keep to right. Turn right at Schenk's stable and direct to Fourth Street of Fulton. Turn left and then right on National road to and through Elm Grove. Continue straight ahead, going through Triadelphia. Cross bridge and then direct

through Roney's Point, Point Mills and Valley Grove. Cross State line and through West Alexander, Vienna to Claysville. Meet Flynn road and follow same to Chestnut Street of

Washington, Pa. (162.2 miles).

Turn left on College Street, near eastern end of town, and follow car to Flynn Road, where turn right to Meadowland. Bear left and cross tracks at Meadowland station. Direct to McGovern trolley station. Pass trolley station at Arnold. Pass Houston postoffice and straight ahead. Into Cannonsburg. Turn right on Jefferson Avenue of

Cannonsburg (171 miles).

Bear right, cross R. R. and about 1.5 miles beyond turn left at Blacksmith shop. Over bridge and straight ahead. Pass forks, bear right. Direct through several cross roads to

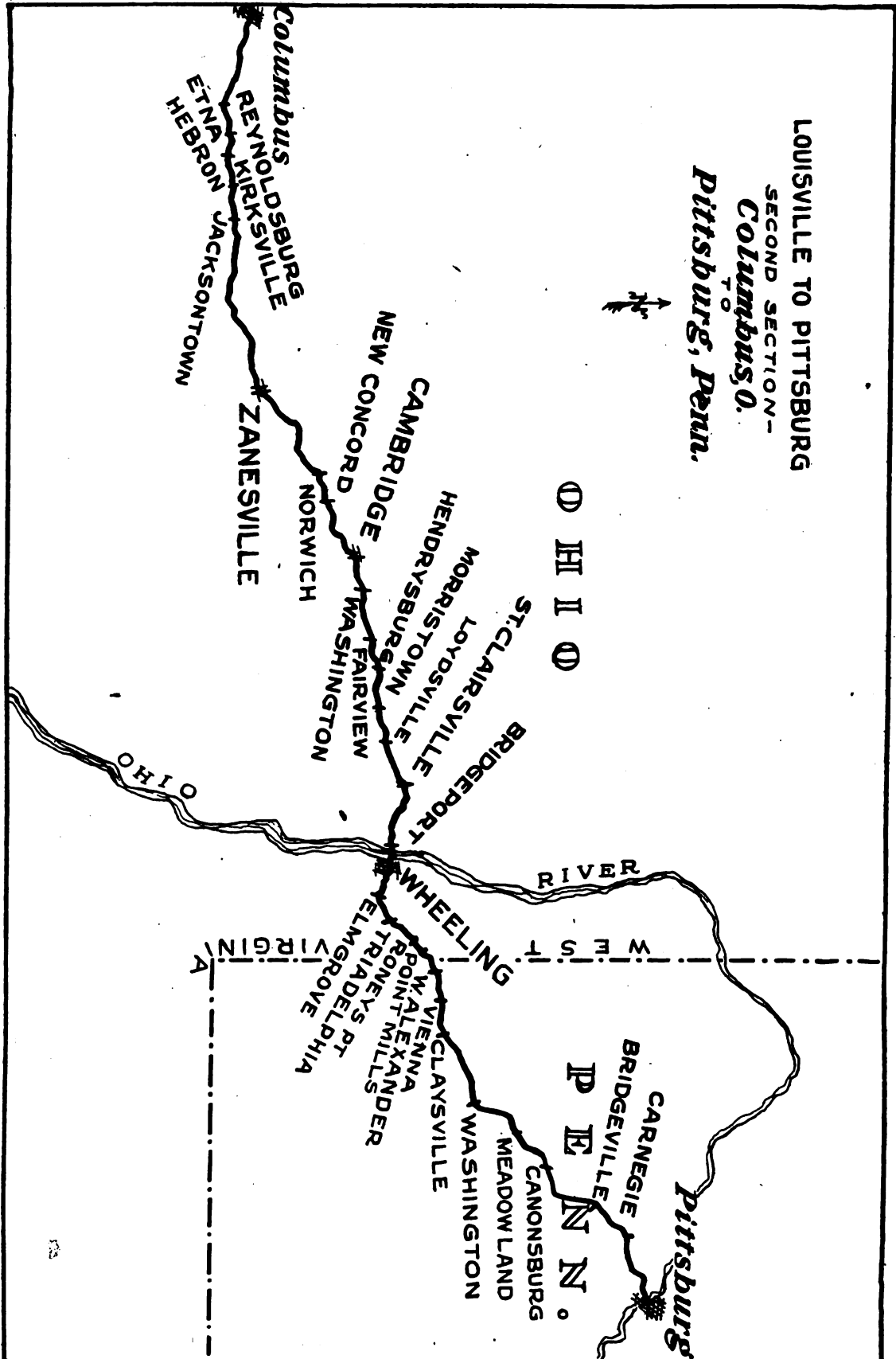
Bridgeville (180.5 miles).

Under R. R. trestle. Through cross-roads and over bridge into Heidelberg. Cross bridge and upgrade. Turn right; short turn and over R. R. bridge. Bear left into Flynn Road and then Washington Street,

Carnegie (184.2 miles).

Meet Noblestown Road. Pass road on left and short distance beyond pass road on right. Cross trolley and bear right. Pass road on left and half mile beyond again pass road on left. Bear right on Main Street. Under R. R. trestle. Under R. R. viaduct and right on Carson Street. Bear left over Point Bridge and then right into Penn Avenue. To corner of Sixth Street and Penn Avenue to

Pittsburg (191.4 miles).



"An Acknowledgment of Fisk Superiority"

FISK *Quality* TIRES

WHEN THE PLEASURE of the consumer and the profit of the maker or dealer are the main considerations, men who invariably use good judgment in other matters buy and pay high prices for inferior tire equipment.

WHEN SPEED AND SAFETY mean the saving of human life and property, the purchaser is apt to stop, and think, and buy the best.

FISK QUALITY TIRES AND THE FISK REMOVABLE RIM are the pneumatic equipment on 75% of the motor fire apparatus, police patrol wagons, ambulances and other vehicles used for strenuous municipal work in this country today, where the element of pleasure is merged in the business-like meeting of most abnormal and exacting conditions.

There Could be No More Splendid Tribute to Fisk Quality than this Voluntary Selection for Work in which the Truth of Every Claim We Have Ever Made is So Vitally at Stake.

Booklets full of straightforward facts about Fisk Quality Tires and the Fisk Removable Rim will be mailed on request.

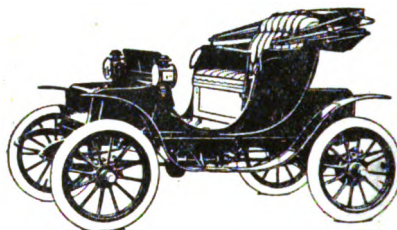
THE FISK RUBBER COMPANY

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Baker Electrics



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Every Baker Electric embodies the cumulative results of twelve years of *experience*, dating from the time the first Baker Electric was built in the first electric motor car factory in America.

The *ability* of the Baker Motor Vehicle Company is the combined ability of all the best men in the electric motor car business. They find here the greatest opportunity and the greatest reward for intelligent and painstaking work.

Back of the resources and equipment of the Baker Motor Vehicle Company is a policy of *progressiveness* which animates the entire organization. Nothing is good enough, nothing is Baker Quality, if it is possible to make it better.

These are the reasons for Baker Supremacy, as exemplified in the Bevel Gear Shaft Drive, non-sparking motor, continuous torque controller, cushioned steering connections, and patented easy-riding spring suspension of the latest models. The details are in the Baker catalogue, a copy of which will be sent free to your address on request. Write for it.

We want reliable agents to represent us in all localities where Baker Electrics are not already on sale.

The Baker Motor Vehicle Co.

32 West 80th Street
CLEVELAND, OHIO

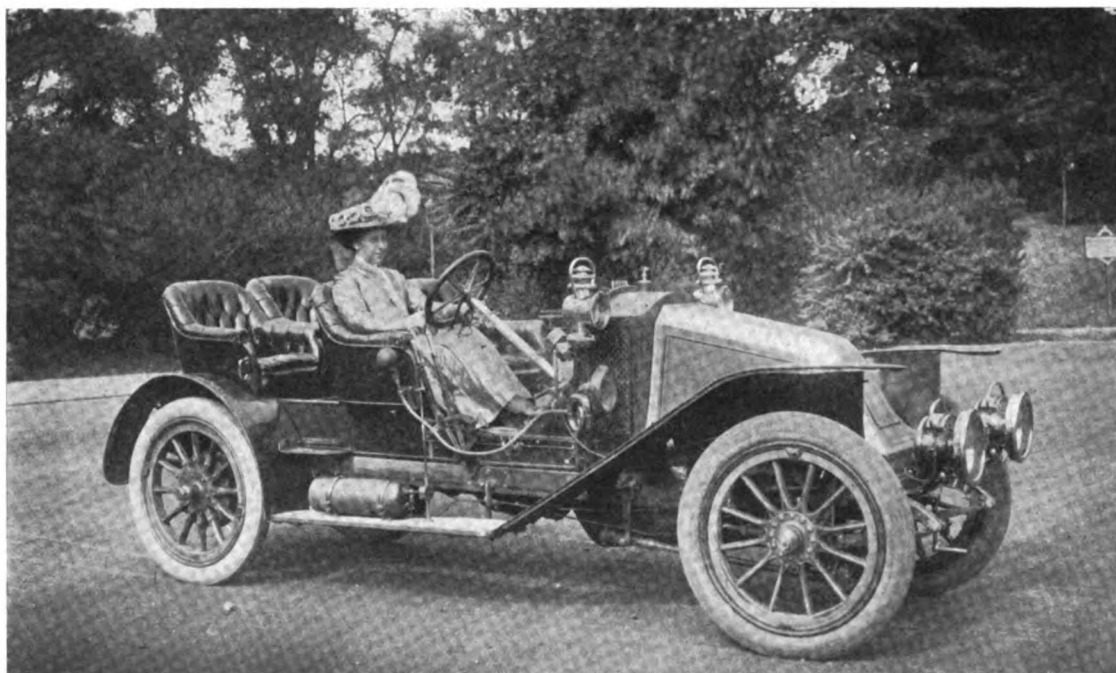
Goodrich salesrooms make out their orders in Meyer's name for which Burke and Foran would give them a small discount off the regular retail price. Meyer would then be communicated with and would visit the salesroom where he would be given the bill to the amount of the preferred dealers' price. Foran and Burke would pocket the difference between the preferred dealers' price and that charged for retail sales and all that Meyer would make on the deal would be the 5 per cent. off for cash within 10 days. The sales slip would then go through the office in the regular way.

Mrs. Joan Newton Cuneo, probably one of the most noted women motorists in this country, has a new acquisition in the form of a Renault "25-35" American Special, the latest creation of Louis Renault for this country.

Brighton Beach races last week. Driven by John Juhasz in the hour race, one S. P. O. won the event over a field of eight with a mileage of 59, which was a new record for the track, the previous mark being 56 miles. Another S. P. O., driven by Botts, in the same race, equalled the old record of 56 miles, and finished third.

Juhasz also brought the S. P. O. to victory in two other events during the meet. In the 10-mile, open to cars eligible under class C, divisions 1-C, 2-C and 3-C, he completed the distance in 10 minutes 40.58 seconds.

In one of the 10-mile pursuit races Juhasz sent his drab-colored car after his competitors at terrific speed and finished the 10 miles, to which the race was limited, in 10 minutes 27.87 seconds. In the hour race the two S. P. O. cars created considerable comment at the con-



MRS. CUNEO IN HER NEW "AMERICAN-SPECIAL" RENAULT

The features of the new car are its particularly long stroke motor, $6\frac{1}{2}$ inches, which makes it flexible and powerful at lowest speed, and its high clearance of 12 inches under the front axle, making the car practical for use on the roughest roads in this country.

Much favorable comment was caused by the splendid showing of the S. P. O. car, in the

sistent speed they were driven and the smoothness with which they completed round after round of the track.

According to Jesse Froelich, who has just returned from Europe, the directors of the Benz Automobile Company, Mannheim, Germany, have decided that the cars the company enters in the Philadelphia Fairmount Park

race, the Vanderbilt Cup race and the Brighton Beach races will be absolutely stock cars and of the new 1911, 45 hp. stock chassis. The piston displacement of these cars is only 449 cubic inches, and this will prevent them from entering the large class of 451 to 600 cubic inch displacement. Mr. Froelich also says that the German manufacturers, and in fact, all the leading automobile companies on the continent are abandoning the foredoor, claiming that to put it in requires an excess weight of 400 pounds, with a corresponding increase in the cost of maintenance and absorption of horsepower.

Hartford Solid Motor Tires have been selected by John Wanamaker, of New York and Philadelphia, as regular equipment on his complete line of delivery wagons. The service which the Hartford tires have given him in the past; the wearing qualities and the economy in actual use brought about the selection of this tire for the Wanamaker trucks.

Further refinement and minor improvements are the chief changes in the Alco line for 1911, specifications of which have just been given out.

The 6-cylinder car of 60 hp. continues to be the Alco leader. It is the same basic model as the car that won the Vanderbilt Cup. The shaft drive has been perfected and all the power and durable qualities have been retained. There is a new Alco carburetor that permits of throttling down to the pace required in congested city traffic, yet is also equal to the maximum speed of the motor. The Bosch dual system of ignition is retained, but with a more powerful battery and a new coil, only the vibrator part of which extends through the dashboard for the convenience of the driver. The motor is set perfectly level and vertical instead of being tipped slightly backward. There are special steel forged strut rods of new design, and the universal joints of the propeller shaft are unusually large. Hess-Bright ball bearings are used throughout except for the bearings of the motor, which are plain.

The radiator is supported by trunnions and a tie rod runs from the top of the radiator to the dash. The decompressor lever has been removed from the inside of the dash and in lieu of it there is a rod extending from the exhaust cam-shaft to the front of the radiator, by means of which the compression can be

relieved while at the starting crank. The regular tire equipment will be Diamond tires, with Continental Q. D. and demountable rims.

The prices on the 6-cylinder cars are unchanged; \$6,000 for touring bodies, toy tonneaus and runabouts, and \$6,750 for limousine or landaulet bodies.

The most pronounced change in the Alco line is found in the 4-cylinder, 40 hp. model. In this there has been an increase of power and a reduction of price. The cylinder bore in the 1911, 40 hp. motor is 130 millimeters, and the stroke is 140 millimeters. This is equivalent to 5 1-8 by 5 1-2 inches as compared with the 1910 figures of 4 3-4 by 5 1-2 inches, an increase in the bore of about three-eighths of an inch, giving considerably more horsepower. In conjunction with the introduction of a large motor, the valves have been enlarged to 2 11-16 inches, across the large diameter, and in both cooling system and circulating pump the capacity has been increased. Otherwise, the same modifications as in the 6-cylinder car are incorporated in this model.

The new price of the 40 hp. model is \$4,000, for a 7-seat touring body, a toy tonneau, or runabout, and \$5,500 for a limousine or landaulet body.

Except for a few slight improvements the 3-ton truck is the same. The new prices for this are \$3,400 for the chassis, and \$3,650 when fitted with the express type of body.

The 16 hp. cab and the 22 hp. town car remain unchanged.

The membership of the Society of Automobile Engineers is increasing rapidly and is expected soon to pass the 400 mark. The following members and associates were elected last week:

Thomas W. Warner (Warner Mfg. Co.); Frank H. Trego (Hudson Motor Car Co.); Elliott J. Stoddard, Detroit, Mich., W. Rexford Smith (Warner Mfg. Co.); Charles F. Splitdorf, New York City, Alfred J. Poole, New York City, Mathew B. Morgan (Chalmers Motor Co.); James McIntosh (Hercules Motor Truck and Car Co.); Harry Le Van Horning (Waukesha Motor Co.); F. G. Hughes (Driggs-Seabury Ordnance Corp.); O. C. Friend (Mitchell Lewis Motor Co.); F. C. Frank (General Motors Co.); George Dorris (Dorris Motor Car Co.); John Dommler (Clark Power Wagon Co.); Arthur Dugrey (Holly Bros. Co.); Hugh Chalmers (Chalmers Motor Co.); Eugene P. Batzell (Speedwell Motor Car Co.); Guide G. Behn (Hudson Motor Car Co.); Joseph K. White (French Steel

Products Co.); Charles D. Shain, New York City, H. J. Porter (J. S. Bretz Co.); Duncan McConnell (Lovell-McConnell Mfg. Co.); Kenneth B. MacDonald (E. R. Thomas Motor Co.); Charles W. Hatch (Perfection Spring Co.); J. H. Friedenwald, Baltimore, Md., John Craig (Standard Metalwork Co.); Harry G. Baldwin (W. A. Wood Mfg. Co.); Noble C. Banks (Gear Grinding Machine Co.); William M. Barr (Lumon Bearing Co.); R. Frank Bower (Bower Roller Bearing Co.); Benjamin Byron Bachman (The Autocar Co.).

The Lozier Motor Company will produce but two models for the 1911 season. These will be a 4-cylinder car of 46 hp., and a 6-cylinder car of 51 hp. The motor of the former will have a bore of 5 3/8 inches with a 6-inch stroke; the latter, a bore of 4 5/8 with a 5 1/2-inch stroke. According to the A. L. A. M. rating they figure out at 46 and 51 hp., respectively, but it is claimed that both motors will develop more than 75 actual brake horsepower.

The most notable change in the new motors is the adoption of the long stroke. The bearings of the crank shaft, cam shafts, pump shaft, magneto shaft, as well as all the shafts in the transmission and differential are mounted on annular ball bearings, even to the clutch. The universal use of the ball bearings renders the splash system of oiling the most effective. The oil is fed to the motor by an automatic gear-driven pump, although a large reservoir, fitted with a hand-pump, is under the driver's control at all times.

A change has been made in the driving, or radius rods, which instead of terminating in ball and socket joints are now fitted with bronze bushings, the rear end encircling the rear axle. The radius rods are made from drop forgings and it is one of the features of the new models that many of the forgings are of the drop variety.

The two types of chassis will be built to receive various styles of bodies or aluminum construction. The 7-passenger touring car will be built with foredoors; the Briarcliff model will be continued; the Lakewood model will be one of the leaders, and in addition to seating four passengers will have an additional seat for chauffeurs.

Two types of closed cars will be built, limousine and landaulet, and will be interchangeable with the 4 and 6-cylinder motors. The equipment of the various bodies will be the same as in previous years.

Buffalo

The first annual convention of the representatives of the Babcock Electric Carriage Company was held in this city, August 10, 11 and 12, and was attended by more than a hundred of the Company's agents and salesmen. The program for the three days was as follows:

Wednesday, August 10.

10 A. M. (Sharp.) Inspection of factory. 12 M. to 2 P. M. "Feed" time. 2:30 P. M. Business meeting at company's office. The following topics were discussed: The Electric Outlook for the Future. Chain vs. Shaft Drive—General Public Opinion, Dealers' Opinion, Advantages of Chain, Advantages of Shaft. Battery—Edicon vs. Lead, Our Position Regarding Exide, Advantages of Our Guarantee, Necessity of Proper Equipment for Care of Battery. Wheel vs. "Stick Steer." Body Designs—Wheel Base. Eight P. M. Theatre party at Shea's Theatre.

Thursday, August 11.

Ten A. M. (Sharp.) Business meeting at company's office. Following topics were discussed: Advertising, Discounts, Repair Parts, Responsibility in Shipments, Extent of Territory, Deposits, Results to be Obtained by Cooperation with Power Companies Throughout Territory. One P. M. (Sharp.) Private car "Ondiara" at office for trip to Niagara Falls and "Gorge Route." Buffet lunch served on car. After trip around Gorge, dinner was served at International Hotel, Niagara Falls. Trip back to Buffalo on "Ondiara," arriving about 10 P. M.

Friday, August 12.

Ten A. M. (Sharp.) Business meeting at company's office. Signing of contracts for 1911. Two P. M., automobile trip around city.

After September 1, the Poffenburg Motor Company will not handle the Overland in the seven counties about Buffalo. The new agency will be known as the Overland-Buffalo Company. Howard B. Smith, president of the Empire Sales Company, agents for the Empire tire, will be manager of the new company.

The E-M-F Company is preparing to start a branch store and distributing depot in this city within the next two months. W. J. Lane, who drove the Flanders "20," "Under Three Flags" car from Quebec to Mexico, has been appointed manager of the branch.

MICHIGAN

Detroit

Some interesting side lights on the phenomenal success of the Chalmers organization were revealed in an address on "Salesmanship," delivered by President Hugh Chalmers, of the Chalmers Motor Car Company, recently. He spoke at a session of the Michigan Dealers' Retail Hardware Convention, held in Detroit.

"There are five things necessary to a successful business," said Mr. Chalmers. "Money, material, machinery, merchandise and men. The last of these, men—and by that I mean brains—is hardest to get. We don't often find them, and when we do we never pay enough for them.

"The problem in earlier times was production. Today we face that of distribution, in its two factors, advertising and salesmanship. The man who says he doesn't have to advertise makes me think of the chap in blue goggles who winked at a girl. He knew that he winked, but she didn't. We have to advertise all the time. Yesterday's newspaper is the hardest thing in the world to find. Everybody sees today's.

"There is no particular mystery in advertising, nor is genius in the employment of men a common thing, although there are certain rules that can be followed in sizing them up. I have very little use personally for letters of recommendation, because I have usually found that the man with most of them needs them most. We need schools for clerks, to teach them something about the goods they sell, and how to wait on customers. We need tact to deal with every man according to his temperament in order to get the most that is in him out, and yet not to swerve one iota from our principles.

"At the Chalmers, we pay 50 cents for every suggestion made by an employe; we have suggestion boxes in several parts of the building where men drop their ideas. They are all eligible for a \$100 prize. We give away \$500 a year in this manner, not counting the 50-cent pieces, and yet we are several thousand dollars ahead today, for the simple reason that a man in the works once dropped a suggestion in one of those boxes that teaches us to save three operations on one mechanical device, and so saves us \$8,000 a year.

"We need honesty in our men. Only a fool is dishonest in these days. It is common busi-

ness judgment. And we need men that are "on their job." It is this quality that is making the Westerner go farther in less time along business lines than the Eastern man. We need open-mindedness. It is a pretty good idea nowadays not to ridicule anything new, because we often have to take our opinion back before we are very much older. We should administer our business, retail, wholesale or manufacturing, as Roosevelt tried to do when President, that is—not only follow precedents but make them. A rut differs from a grave in width and depth, and soon leads there. If we want to be successful business men, we must plan our work and then work our plans."

Nothing has created more surprise in Detroit motor car circles of late than the announcement Tuesday of this week of the acquisition of Edward H. Broadwell, vice-president of the Fisk Rubber Company, by the Hudson Motor Car Company. Mr. Broadwell has secured some stock in the company, and has been elected second vice-president. He will have complete charge of the selling end of the business. President R. D. Chapin made the announcement of the addition of Mr. Broadwell to the Hudson force to the convention of the sales staff, which began on Tuesday.

With E. C. Morse, sales manager to cooperate with him, Mr. Broadwell has one of the largest and best known selling staffs in the automobile business, the Hudson Company being without parallel as far as that detail of its organization is concerned.

Mr. Broadwell, or "Ned," as he is called everywhere, has been in the business since he graduated from the Cleveland bicycle. For ten years he has been with the Fisk people, half of the time as the Detroit representative and the last five years as vice-president. His popularity is as wide as his acquaintance, and his ability as a sales manager is generally recognized.

On October 1, of the present year, the Lozier Motor Company will take possession of its new re-enforced concrete factory now under process of construction at the junction of Mack Avenue and the Belt Line, Detroit, Mich. Although ground was first broken for this factory in May, the work has progressed at such a rapid rate that installation of machinery will commence within the next 30 days.

The Lozier plant is the very latest of Detroit's modern automobile factories, and in view of the high character of cars to be produced, the entire work in connection with the erection of this building, its equipments and all details are of the highest order. Before the plans for the structure were completed, orders for practically all of the machinery to be installed were placed, and dates of shipment were made coincident with the completion of the various departments, so that as each section of the plant is turned over by the builders, the work of installing the machinery will be followed up without delay.

The present works of the company, at Plattsburg, N. Y., are producing new 1911 models, and this plant, which is in itself a modern automobile factory, will continue to operate as heretofore on full time. While the work conducted in the Detroit plant will be along the same lines as that carried on at Plattsburg, both factories will work to produce the same models, the only difference in the types built in the two plants being in the name plates.

After October 1 the number of finished cars produced at Plattsburg will be decreased, enabling this plant to produce component parts in greater volume, thus placing the Detroit factory in a position to increase its quota of finished cars. When the Detroit plant is in full operation it will be turning out a large number of finished cars, the Plattsburg factory assisting in this plan by producing in large quantities various parts to be used in the assembling work at Detroit.

Plans have just been completed for the administration building for the use of the officers of the company. This building will have an extended frontage on Mack Avenue and will be completed and ready for occupancy by October 1, at which time the executive departments will be removed from New York to Detroit.

State distributors for the E-M-F. cars were here for two days, during which they were entertained by Harry L. Cunningham, manager of this district. They visited the factories, saw the ball games and were dined during their stay. Those in attendance were as follows: Franklin Palmer and R. H. Lawrence, Battle Creek; A. E. Durkee, St. Johns; D. L. Young, Howell; J. S. Reisinger, Woodland; E. King, Plymouth; William Rothfuss, Blissfield; Frank W. Yokum, Bad Axe; E. C.

Barlow, Durand; E. L. Gonyer, Middleville; A. E. Souter, Shelby; W. F. Patrick, Webberville; Frank D. Connell, Ann Arbor; Harry L. Andrus, Lansing; George E. Yukum, Port Huron; G. E. Boyles, Kalamazoo.

Salesmen and advertisers gathered at the Hudson plant Tuesday for a two days' session. Policies for the coming year were discussed. Sales Manager E. C. Morse and Advertising Manager C. C. Wingham were in charge of the gathering.

Two new motor car companies are announced. The Blanchard Motor Car Company will build the Faulkner-Blanchard "Gunboat Six," a torpedo boat design with about 34 horsepower. It is expected that 100 of them will be built by January 1, although the location of the factory is not yet certain. Malcolm T. Faulkner is manager and the car was designed by F. W. Blanchard, E. J. Cook and W. I. Dagg. Several prominent Detroit people are interested.

The Walker Motor Car Company has been formed with \$150,000 capital, with C. M. Walker, of Walkerville, Ont., the chief stockholder. The car will be called the Walker Six and there will be a touring car and an under-slung roadster using the same engine. The office will be maintained here, but the factory may be elsewhere. Seattle is one of the bidders for it.

"Wild Bob" Burman has been attracting some attention in Michigan recently by driving his Marquette-Buick from town to town and showing the natives a few stunts that were new. He raced the fast Michigan Central train from Augusta to Kalamazoo, 14 miles and part of it over gravel roads, and won the event. Every body was leaning out of the windows and while the train was doing 60 miles an hour Burman had a bit more than that in his car. After that he went to Lansing and scooted around the streets, but you have got to show a lot of speed to surprise the Lansing folks who have so many of the Oldsmobile big sixes in their midst that a mile a minute is no novelty.

Charles P. Downey, of the Hotel Downey at Lansing, has driven his Oldsmobile Limited

more than 25,000 miles and it runs as silently and swiftly as it did last year. Mr. Downey never thinks of taking a train to come to Detroit or when he is headed for the trout and bass fishing streams and lakes of the north.

Joe Mooney, the director of public safety in Toledo, spent several days in Lansing last week and was shown the splendid fire department with its Olds engines. These cars run like a racer and throw great streams of water. So well have they served the purpose, tearing through the deep snow in the winter when horses would have slowed to a dog trot, that the city is preparing to buy another. Officials of many cities are making trips to the State capitol to see these engines.

Feeling that the future of the motor industry depends in a large measure upon the salesmanship, the Hudson Motor Car Company has established a new merchandising department which will instruct Hudson agents how to get in touch with customers; how to hold their interest, and how to close a sale.

The K-R-I-T Motor Car Company has increased its capital from \$100,000 to \$250,000, which will provide for an addition to the factory. Two and three passenger roadsters, and a 4-passenger surrey will be the 1911 models. Last week the company shipped one car to England and another to South Africa.

Three of the creditors have asked that the Demotcar Company be adjudicated a bankrupt. The petitioners are the General Sales Company, the Central Foundry and the Williams Carburetor Company, whose claims aggregate about \$3,000.

Extra men have been put to work to hurry the completion of the latest of the buildings at the Regal plant, which is urgently needed for the 1911 business.

Two Hudson roadsters left the other day for Lancaster, N. H., one being driven by F. C. Cleaveland, agent for the company at that point.

Sales agents of the Cadillac Motor Car Company have formed an organization to be

known as the "Old Guard." There will be three business and social sessions a year.

To this organization no dealer is eligible unless he has been selling Cadillac cars continuously for at least five years; and the charter membership numbers 38.

The chief object of the dealers in bringing themselves into closer bond is one of mutual benefit. Each year, when the current season's business has been cleaned up, the Cadillac dealers gather at the factory to learn of the plans for the following year. This will be made one of the occasions for a meeting of the Old Guard, and again at the New York and Chicago shows they will get together to compare notes and exchange experiences and ideas.

As the man who has been longest in the Cadillac sales service, his connection having been unbroken since 1902, George E. Blakeslee, of Jersey City, was elected president of the Old Guard, and Inglis M. Uppercue, the Cadillac representative in New York, was made secretary.

George D. Wilcox, sales manager of the Regal Company, closed up his 1911 contracts in Minneapolis, and after a short stop in Detroit he went to New York on the same mission.

R. E. Fair, who was with the Regal Company at Kansas City, has joined the sales force of the Lion Motor Sales Company, and is now covering Western territory.

E. LeRoy Pelletier writes from Germany that he has been having a grand time in the old country, and no body need expect him home until October. He has had a ride in an aeroplane and been up in a dirigible balloon. More recently Mr. and Mrs. Pelletier climbed the Jungfrau in Switzerland and they intend to hit all of the rest of the high spots before they come back.

The Detroit Motor Sales Company has secured the agency for the Fiat, which will be the first foreign-built car sold in Detroit. The same corporation has closed for the agency for the Velie cars.

L. G. Bowman, of Alliance, Neb., came to Detroit to get his first 1911 Warren-Detroit.

and since then he has driven to Chicago, then east through Illinois and Ohio, and is now touring through Pennsylvania. He is very enthusiastic over the car.

The new factory of the Warren Motor Car Company is to have an addition before it is hardly completed. A new part to the factory will cost \$27,000 and there will be a \$14,000 office building as well.

Curtis Davis has become advertising manager of the Lion Motor Sales Company. He has been connected with the *New York Times* and *American* and the *Washington Times*.

The Ford Motor Company has prepared an appeal to the higher courts in the Selden patent case, and will give a bond of \$350,000. James Couzens, secretary of the company, says the matter does not give the company the least bit of concern. It is only another step and he hopes the case will be out of the courts before the first of the year.

The Monroe Body Company, of Pontiac, has taken over the Yeomans Body and Box Company, of Detroit, and will operate the big plant in this city. The deal necessitated a re-organization of the Monroe Body Company, of which R. F. Monroe, Mayor of Pontiac, is president and general manager. The company is now capitalized at \$500,000, and makes the bodies for the Cadillac, E-M-F and Ford companies, and the output for 1911 will be 50,000 bodies.

The Anhut Motor Car Company has been reorganized as the Barnes Motor Car Company. Some time ago John N. Anhut retired from the presidency, there being a kick among the stockholders over him drawing \$5,000 a year salary, and then being in on a commission for the sale of stock. Anhut is a State Senator, and his political affairs also have been somewhat tangled. It is said that he is now in Europe. The Anhut models for 1911 will be the 6-cylinder car for \$2,250, and a 4-cylinder for \$1,400.

Another rumor that the Olds Motor Works was about to move from Lansing is denied by Secretary W. J. Mead, who says that somebody is trying to get up a property boom elsewhere. Olds workmen own their homes in

Lansing, where the Olds property interests are too great to consider any change. Mr. Mead is well satisfied with the location, which affords unexcelled shipping facilities.

Farming out race drivers is something of a novelty even in the automobile business. The fashion has been set, however, by the Hudson Motor Car Company, which has farmed out Joe Matson to the Benz and Corbin companies to drive their cars in the three most important speed events to be held this season.

The Hudson star, who was one of the most sensational performers on the auto courses last year, is one of the experts in the technical department of the Hudson Company at present. Matson was offered very fancy figures by the Benz Company to drive its car in the Vanderbilt Cup race, October 1, and not having an entry in that event, the Hudson Company gladly consented to farm out its star.

If the Benz is declared not to be a stock car, that question being before the contest committee now, Matson will drive a Corbin car in both the Vanderbilt Cup race and the Elgin National Trophy race, August 27. The Corbin car will be Matson's mount in the Fairmount Park Road race, October 8, in any event.

Pontiac

The capital stock of the Monroe Body Company has been raised from \$50,000 to \$500,000. In announcing this increase the company also stated that it has absorbed the plant of the Yeomans Body and Box Company, of Detroit. Mayor R. F. Monroe holds the controlling interest in the re-organized company and will remain its president and general manager. The capacity of the local plant will be greatly increased. Three acres of land has been purchased adjoining the present factory and an addition will be built on this.

The Pontiac company turns out the bodies for the Cadillac Company, of Detroit. It is announced that the entire output for 1911 has already been sold.

That American people spend more money for ice cream soda than they do for automobiles is the extraordinary statement of R. A. Palmer, general manager of the Carter car factory, of this city. Mr. Palmer decries the rumors of automobile extravagance prevalent in the country. He says that last year over four times as much money was spent for ice

cream soda as was spent for automobiles. In 1909 \$500,000,000 was spent for soda water by the American public. All of the automobiles built last year only brought \$135,000,000. There are other extravagances. The sum of \$1,014,000,000 was spent for alcoholic liquors. Mr. Palmer believes that any man with an income of \$3,000 a year can afford an automobile. According to his figures there are still a million people in the United States who can afford an automobile who do not have one.

OHIO

Cleveland

CLEVELAND, August 17.—The season of 1911 promises to be a big one for Cleveland automobile factories. Simultaneous with the announcement of their lines for 1911 several Cleveland factories are making statements indicating increased facilities for the coming season. Out at the plant of the Winton Motor Carriage Company plans are nearly completed for the erection of two new buildings. One, a foundry building, will be one story in height and the other, to be used for the manufacture of new parts as well as repair building, will be three stories in height. The Winton Company made 1,500 cars for 1910 and will make a similar number during the ensuing season.

The F. B. Stearns Company plans an increase in capacity of 30 per cent. This will be largely in buildings and special machinery. With this increased facilities the Stearns Company plans to make 1,200 cars during the 1911 season. Last season 900 cars were produced.

Although the Peerless Motor Car Company has just completed one of the largest automobile plants in the country at the expense of several hundred thousand dollars, the output of 1,500 cars will not be increased. However, the Peerless plant is now capable of making all of its own parts (with few exceptions) as well as bodies. This was the object of the increased facilities. The company also plans the erection of two additional buildings during the year.

Several other Cleveland motor car manufacturers are also planning various improvements and factory changes and these will be announced within a short time.

Since the Consolidated Motor Car Company, of Cleveland, was incorporated at Columbus two weeks ago, the plans of the company have

not been announced. The incorporators admit that they are representing others and claim that they know little of the company's intentions, except that the plan is to manufacture gasoline and electric automobiles as well as motor boats. It has also been stated by the incorporators that a commercial car will be involved.

While the announcements made officially speak of plants to be absorbed, and uses the plural number, it is generally understood that one company which has been making high-grade cars in Cleveland for several years will be the foundation of the new company. This company now operates a large, well-equipped plant in Cleveland and this will be used by the new company. The plant in question now turns out but one chassis, but a small car has been perfected and will be placed on the market soon. As the N. D. Kleinzahler Company is interested in the big corporation it is expected that capital from the Youngstown steel district will form an important part of the company.

Avery A. Grimes has taken the Cleveland agency for the Casgrain speedometer and will open a branch office at East Twentieth Street and Euclid Avenue.

Members of the Cleveland Automobile Club are again agitating the hill climb project and results are expected sometime next month. An attempt was made three months ago and although several local agents signified their intention of entering the climb was called off by the committee in charge.

The Aploo Sales Company has been established in Cleveland to sell the Aploo lighting system. The system is a combination of storage battery and generator and eliminates both oil and gas lamps and the magneto is not necessary to its operation. The Peerless Motor Car Company is trying out the lamp.

H. B. Watz, formerly with the Sterling Motor Sales Company, as salesman for the Cutting car, has joined the sales force of the Rambler branch. Mr. Watz has been connected with the automobile industry in Cleveland for several years.

Mayor Gaston Gunter, of Montgomery, Ala., spent several days in Cleveland last week on

his way home from New York City. The mayor and family are touring in a White gasoline touring car.

J. H. Diehl, has accepted the Cleveland agency for the Bergdoll car and has located in temporary quarters at 346, the Arcade. Later a building on Automobile Row, upper Euclid Avenue, will be occupied. Mr. Diehl will control 25 counties of Northern Ohio.

Charles G. Percival, of New York, publicity manager for the Cole Motor Car Company, is in Cleveland arranging for a non-stop run from Chicago to Portland, Me.

W. H. Furlong, Jr., ranchman from Laredo, Texas, purchased a 30-60 Stearns runabout last week, and is on his way home by way of St. Louis.

Toledo

TOLEDO, August 17.—Sales manager George W. Bennett, of the Willys-Overland Company, who has just returned from a tour of the Western territory, says never before were conditions more favorable for heavy sales in motor cars than at the present time.

The crops in that part of the country are large and all the farmers are in prosperous circumstances. "In Colorado and Wyoming I closed contracts for a 40 per cent. car increase over those that went there last year", he said. Throughout the other Western States the increase is in like proportion, and in some places considerably larger increases are shown.

"Out in that country, crops have all to do with the motor car sales. Wall Street and its stock and bond market means nothing to those people. Stocks can fall to 50 per cent. below par and if the crops are good the motor industry will be good. But let a bad season come on, and the farmers hold onto their money even though they may have a large surplus in their local banks. Practically all of the business done in the cities depends on the agricultural conditions, and this, of course, affects the auto industry in the towns."

In the Indianapolis and Toledo plants the Willys-Overland Company plans to build 25,000 cars for the coming season, and Mr. Bennett now has contracts closed for nearly that number. It will crowd the two plants to turn out this number of cars, but the contracts are

made with dealers to take a certain number of cars for each month throughout the year so that it is more evenly divided by months than is usual in the industry.

At the Toledo plant the entire attention is now turned to the 1911 cars and to date about 20 demonstrators have been shipped. About 100 more will be shipped during August, and according to agency contracts 545 will be delivered in September. By October 1 work will be running smoothly on the 1911 cars and the deliveries will be coming along at a rapid pace. To keep up with the orders, it will be necessary during the busy season to turn out 100 or more machines a day, but this can be done easily. During the rush time last year this number was nearly reached daily, for a considerable time.

Mr. Bennett has just closed a contract with A. A. Atwood, the local Overland agent, giving him the entire State of Michigan. This, with his Northern Ohio territory, will place him in position to handle a large number of Overlands. His 1911 contract calls for 1,000 cars, but it is expected that his sales will run in excess of that number. Atwood has put on an extra force of salesmen, who will push the Michigan territory. He has representatives out on the road now closing up with sub-agencies.

Miss Blanche Scott, accompanied by Miss Phillips, of Rochester, N. Y., who made a trip to the Pacific Coast from New York City in a \$1,000 Overland roadster, arrived at the Willys-Overland factory, Toledo, late in the week. Miss Scott spent a couple of days with officials of the Overland Company, and a dinner was given in honor of the fearless young women autoists by the members of the local firm. Miss Scott has returned to her home at Rochester.

The new 3-story concrete structure of the Kinsey Manufacturing Company is nearing its completion and according to Isaac Kinsey, president of the company, will be ready for occupancy by the middle of September. The walls are all up and workmen are laying the first floor. The Overland Company is waiting for the building to be finished as the present plant of the Kinsey Company will be used by the automobile company as a body building plant. The office of the new Kinsey plant

will be ready by September 1. The one now used is in the same building occupied by a part of the Overland clerical force and will be taken over by that firm, which is short of office space.

The Warren Motor Company has been formed by William Holmes and Charles Doan to handle the Warren-Detroit and the Paige-Detroit cars. The company has secured a store building on Erie Street, near the corner of Madison Avenue. Doan was formerly salesman for the Warren-Detroit, when it was handled by the Norris-Toledo Motor Sales Company, and Holmes has been connected with the automobile business in various capacities. This will be the initial appearance of the Warren-Detroit in the local territory.

A. W. Norris, formerly manager of the Norris-Toledo Motor Sales Company, has secured a position with the General Motors Company and will have charge of a portion of the Ranier sales agencies. His headquarters will be at Saginaw, out of which city he will travel. Norris, before starting a firm under his own name, sold one of the General Motors products, being for nearly two years manager of its Toledo branch.

C. J. Osborne, manager of the Ohio Motor Sales Company, has added the Clark line, which he will sell in Northern Ohio. He has more than half of the State, and is now out in the territory in an effort to establish sub-agencies. He has employed R. C. Beard, for several years prominent in the ice industry in Toledo, to take charge of the city sales on the Clark. He has received his 1911 demonstrator.

H. W. Blevins, manager of the Blevins Auto Sales Company, representative for the E-M-F and Flanders car, is taking a vacation of two weeks. To date he has sold about 250 of those Detroit-made machines in Northwestern Ohio.

Dayton

Harry Tuttle, of the Stoddard-Dayton Company, has returned from a strenuous cross-country trip in which he accompanied Miss Blanche Stuart Scott, of Rochester, N. Y., and Miss Gertrude Phillips, of Cole Brook, N. H., who made the trip in a specially-made Overland car. Mr. Tuttle, who is connected with

the service department of the Stoddard-Dayton, acted as official photographer, and took more than 3,000 pictures of the 5,300-mile trip from New York to San Francisco.

Akron

No one can realize the enormous development of the rubber industry which has taken place until they pay a visit to Akron, O.

The Diamond, the Goodyear, the Firestone, B. F. Goodrich and the Miller Company are all adding more buildings to their plants. The importance of this new construction to the iron industry may be gained when it is said that nearly 20,000 tons of structural iron and steel are being shipped into Akron for structural and reinforcing purposes for these new additions.

The Goodyear additions comprise six new buildings, the B. F. Goodrich Company, two; Firestone, two; the Alkalina Rubber Company, four; the Diamond Rubber Company, three, and the Swinehart, one.

Youngstown

So great has been the demand for the products of the Republic Rubber Company that the officials have found it necessary to enlarge the plant. One of the additions will be a five-story building of strictly modern fire-proof construction, with a ground area of 80 by 200 feet. Another structure, which is also now in course of erection by the Republic Rubber Company, is three stories high and has a ground area of 90 by 200 feet.

WISCONSIN

Racine

Recently returned from an extensive trip in South America, where he placed agencies for his company, Secretary George Vernor Rogers, of the Mitchell-Lewis Motor Company, of Racine, Wis., mingles tales of adventure, interesting travel, business progress and economical research with stories of some impressions of life in Buenos Ayres that reflect the possibilities of American invasions of the land of pampas and Andes.

Mr. Rogers languished three days in a Buenos Ayres jail before the ponderous machinery of the court was put into motion in his case, for the terrible crime of brushing a pedestrian with the fender of an automobile he was driving.

"A great hubbub was caused by this excit-

able individual, who was not injured in any way," remarked Mr. Rogers, "and I found myself in custody, the finest looking policeman I have ever seen in all my travels around the world making the arrest. They are the Aruncal police from Bolivia, tall, muscular and impressive and of old Patagonian stock.

"It was an obvious attempt to hamper a stranger, and I naturally rebelled. The effort to measure me under the Bertillon system was frustrated by my arguments. Obeying the custom, I produced \$100 to hear the alleged injured man say he had lied to the police and added \$50 for court fees and was freed. Catching the first boat for Montevideo I was much interested in the comment of a fellow traveler, who observed that 'One Uruguayan could lick three Argentines and one Argentine could beat six Brazilians.'"

The Mitchell-Lewis Company is keenly alive to the possibilities of automobile sales outside of the United States, and will sell more than 1,000 of its 1911 product in foreign countries. The agency for the entire Argentine Republic was placed at Buenos Ayres, with Senors Odell, Hijos & Cia, Florida, 964, to whom were allotted 60 cars. At Montevideo the agency for all of Uruguay was placed with Senors Luis, Daglio & Cia.

Not a little of the spectacular feature of Mr. Rogers' travels in South America was furnished by the journey from Buenos Ayres over the great Cordilleran range of the snow clad Andes of Chile. With the Mitchell-Lewis official were Mrs. Rogers and Dr. Frederico Sarda, D. D. L. Mules were obtained for mounts and the sure-footed beasts carried the whole party in safety both on the westward journey and the return trip to the Atlantic seaboard. At Santiago, Chile, the Racine man found a wholesome growth of sentiment in favor of American-made cars and assigned the agency for that country to Senors Boza y Rivano, San Antonio, 816.

"From Uruguay to Brazil," continued Mr. Rogers, "the trip was one of constant surprise at the extreme rapidity with which the economic development of the country is being emphasized. Rio is a wonderful city—in my estimation it is the world's most beautiful city."

Fourteen days were consumed in the run across the ocean from Rio to Lisbon, Mr. Rogers including Barcelona, Madrid, Paris and London on his European itinerary.

A simple lesson in arithmetic bearing upon the foreign shipments of automobiles was developed as the result of Mr. Rogers' trip. He learned that a car might be shipped from Racine to Buenos Ayres for \$95, whereas the same machine consigned to San Francisco would cost \$150 in freight.

G. H. Wallis, of Corliss, has been appointed chief engineer of the Kelly-Racine Rubber Company, which is now erecting a \$500,000 plant at Racine. Mr. Wallis has been erecting engineer for the Corliss Engine Company at Corliss, near Racine.

Milwaukee

The Schreiber Motor Car Company, of Milwaukee, has taken the agency for the Hudson car, in addition to the Locomobile and Haynes.

A. F. Eckstein, of Milwaukee, has become general manager of the Highland Garage Company, Twenty-seventh Street, near Highland Boulevard. Mr. Eckstein was formerly a member of the Wisconsin Auto Exchange and Stearns Livery Company, of Milwaukee. The Highland Company, a new concern, will do an agency, repair, livery and second-hand business.

The Firestone Tire and Rubber Company, of Akron, O., has purchased a 2,000 hp. turbine and electrical machinery for its new plant from the Allis-Chambers Company, of Milwaukee.

Contracts have been awarded by the Brodesser Motor Truck Company, of Milwaukee, for its new plant at Juneau, Wis. The plant will consist of a main building, 200 by 60 feet, one and two-story, and a power plant, 30 by 48 feet. Seven hundred feet of side track will be laid by the C. & N.-W. road. The plant is to be completed October 1 under the contract. It was at first intended to move from Milwaukee not earlier than January 1.

That the city ordinance fixing a speed limit for motor vehicles is being too rigidly enforced by the motorcycle police, and that the action of officers smacks of too much zeal in making a record, was the opinion expressed by Professor Warren S. Johnson, maker of the Johnson car, in the District Court at Milwau-

kee last week. Professor Johnson was arrested for violating the speed law and fined \$10 on first offense.

"In other cities," said Professor Johnson, "a driver is warned by the mounted police when he is going too fast. It is not necessary to bring from three to ten people into court every day, and plaster them with fines for a trifling violation. The patrolmen want to see how many arrests they can make."

Professor Johnson's words are an expression of the opinion of every motorist in Milwaukee. For two years the mounted police have been unusually active and there has been no such thing as a "warning." An overwhelming majority of arrests are made for exceeding the speed limit, when the conditions warrant a speed somewhat in excess of the stringent 12-mile an hour limit.

Kenosha

The Commercial Association, of Kenosha, is trying to induce the Thomas Brass Company, of Waukegan, Ill., to locate at Kenosha. The Thomas works were recently destroyed by fire. The main plant of the Badger Brass Manufacturing Company, makers of Solar lamps, is situated at Kenosha.

The Thomas B. Jeffery Company, of Kenosha, maker of the Rambler, has won the case brought by the State inspector of oils of Wisconsin, involving the right of the inspector to inspect gasoline purchased by the motor car company. The municipal court at Kenosha decided that the State cannot force inspection of oil when it is brought into the State and used for the purposes of a concern like the Jeffery Company. The limit of appeal has now expired, which make the Jeffery victory complete, as no appeal has been made by the inspector.

The Kenosha concern buys large quantities of gasoline annually, and refused to permit the inspector to inspect it and charge the usual fee because the gasoline is not placed on sale, but reserved for its own use. The inspector brought suit to collect the fees. Several cases involving the constitutionality of the law have been brought in other courts of Wisconsin and all are at variance with each other. The Supreme Court has had no opportunity to rule on it, the nearest approach being this case at Kenosha, which is now closed by the failure to appeal within the prescribed time.

Fond du Lac

At the annual meeting of the Longdin & Bruegger Company, of Fond du Lac, manufacturers of tops, canopies, dashes, etc., it was decided to enlarge the present plant by the construction of a 3-story addition, 30 by 40 feet, and remodel the old works. The motor car business of the company has taken precedence over all other work, and the output will be doubled. The output of motor vehicle tops will be 10,000 a year.

Palmyra

Otto E. Scherer, of Palmyra, local agent for the Buick, is erecting a large building in that city, combining offices, garage, salesroom, repair shop, opera house and rest rooms for the public, with the postoffice occupying most of the first floor. The building will have its own electric light plant and a central heating system. This will be the first building of its kind in Wisconsin.

INDIANA

Indianapolis

INDIANAPOLIS, IND., August 15.—Local factories are now between seasons, and have reduced their forces accordingly, with few exceptions. J. L. Peetz, State statistician, states that in eight Indianapolis factories normally employing 6,293 men, but 2,998 are working at the present time. He says the Premier Motor Manufacturing Company, the Nordyke and Marmon Company, and the Empire Motor Car Company are working with their usual forces.

Several dealers are exhibiting automobiles at the International Interdenominational County Fair being held this week at Wonderland Park for the benefit of the Summer Mission for Sick Children. The automobiles are in a large building set aside for the purpose. Those exhibiting are: Studebakers Brothers Company, of Indianapolis; Fisher Automobile Company, Hearsey-Willis Company, Buick Motor Company, Maxwell-Briscoe Indianapolis Company; Indiana Automobile Company, Cadillac Automobile Company, of Indiana, and the Regal Motor Sales Company.

New quarters at 508 North Capitol Avenue have been taken by the Indian Automobile

College, which has been located at 27 North Capitol Avenue since it was organized about a year ago.

Frank E. Westcott has been appointed representative in Indiana and Kentucky, with headquarters in this city, for the Continental Caoutchouc Company. He has been with the Gibson Automobile Company for about a year.

Frank B. Willis on August 15 became general manager of the Studebaker Brothers Company, of Indianapolis, succeeding Frank Staley, who has disposed of his holdings in the company and resigned. Mr. Willis has been a member of the Willis-Holcomb Company for several years.

The Wilcox-Clemens Auto Company, 19 W. Ohio Street, agents for the Speedwell and Clark, is now known as the R. A. Wilcox Automobile Company.

The Chapin Manufacturing Company has established a factory at Massachusetts and Edison avenues. It was incorporated a few days ago with an authorized capitalization of \$20,000 to manufacture carburetors. Those interested in the company are George G. Quick, William S. Poling and D. Rosenbaum.

The 40 hp. Overland car, driven by Adolph Stauber, made a fine showing in the automobile race, which was part of the final card of the trotting horse meet at Streator, Ill., recently. Starting against four other competitors in the race, which was at 10 miles, the Overland went to the front at the start and remained there for 20 circuits of the half-mile track, winning by a large margin. The time was 16 minutes 14-5 seconds.

A. E. Woodworth, one of the oldest employes of the General Motors Company in Flint, Mich., has been made factory manager of the Cole Motor Car Company in this city. His fellow employes, at Flint, gave him a farewell banquet and presented him with a gold-mounted elk's tooth.

The Australian branch of the New York export house of Thomas & Co. has taken the exclusive rights for the Cole cars in Australia, and has ordered by cable a Cole "30" touring car, which will be delivered in Sydney on

October 28. The Australians report a decided demand for the products of the Cole Motor Car Company on the island continent.

Mishawaka

Owing to the existence of another car in the East by the name of Simplex, the name of the car made in Mishawaka by that name will be changed to Amplex. Some very radical changes, it is stated, are contemplated by the Company. It is expected to purchase material to the extent of \$200,000. The self-cranking device recently put on the car, which makes cranking unnecessary, will make the car more popular, it is claimed.

The Rockhoff Foundry Company, of Fostoria, O., has decided to locate in Mishawaka, and work will begin at once on a factory building 40 by 100 feet on a newly-acquired site near that of the Simplex Motor Car Company. The new concern is an extensive manufacturer of crank cases for marine and auto engines, and is moving to Mishawaka because of the advantages offered by this city. The company makes a specialty of heavy aluminum casting, and at present has large contracts with Apperson and other automobile concerns for thousands of crank cases for immediate delivery.

La Porte

Ackerman & Company, of La Porte, Ind., were given the contract to construct three gravel roads, each three miles in length, in Porter County, Ind., by the commissioners. The contract price is \$11,080.

MINNESOTA

Minneapolis

E. M. Beauchamp, for some years connected with the Locomobile Agency in Chicago, has joined forces with John Burmeister.

Walter Egerton, who has been connected with the Barclay Auto Company in the capacity of salesman for several seasons, resigned his position last week to go with the Winton Motor Carriage Company's Minneapolis branch.

The Everitt pathfinder for the Tribune reliability run started on its way early Sunday morning for Aberdeen in its work of selecting the route for the great tour, which from pres-

ent indications, will be the classiest event in the history of Northwestern motor contests. Jay H. Zollars drove the car, and with him was Dr. C. E. Dutton of the contest committee, representatives of the press and a staff of photographers.

Last week the Regal Motor Car Company, of Detroit, decided upon establishing its own factory branch in Minneapolis for the distribution of Regals throughout the Northwest. Headquarters have been established at 418-420 Third Avenue South. The firm name will be the Minneapolis Regal Auto Company.

Manager W. E. Wheeler, of the Northwestern Automobile Company, representing the Ford, took 30 employes in eight Fords to Lake Harriet for a picnic last week.

F. W. Segerstrom, of the Segerstrom Automobile Company, has returned from the Moon and Rider-Lewis factories, where he arranged for 1911 lines. He has closed a \$70,000 contract in South Dakota.

J. A. O'Brien, of the Tri-State Automobile Company, has gone to the Inter-State factory at Muncie, Ind., to arrange for 1911 cars. M. R. Nyman, manager of the new Alco Motor Sales Company, will visit the Hudson and Baker electric factories. The companies carry these lines as well as the Alco.

The Pence Automobile Company has given up the Oldsmobile and Oakland cars on the theory that with the Buick and the Welch it has a full line of cars and prices. A. F. Chase & Company take the Oakland instead of the Mitchell, and the Olds will be placed later.

The Regal Motor Car Company has established a factory branch in Minneapolis, of which J. P. McGuire, lately of the Haynes Automobile Company, will be manager.

Walter Egerton, formerly with the Barclay Automobile Company, has signed with the Minneapolis branch of the Winton Motor Carriage Company.

The Kissel Kar Company is contemplating a factory branch in Minneapolis instead of an agency.

MASSACHUSETTS

Boston

The Boston branch of the Peerless is now housed in its new home on Beacon Street, in the Back Bay, where it has one of the finest structures of the kind ever put up for a motor company. Under the management of John L. Snow, the Peerless branch has made wonderful progress, and with a building containing 70,000 square feet of floor space, it is in a position to continue expanding. The building is six stories high with a 90-foot frontage and a depth of 110 feet. The whole front of the lower floor is for a showroom, giving room for at least seven cars. Large plate glass windows give ample light. The rear of the first floor is for garage and demonstrating purposes. The second floor is given over to general offices, Manager Snow having a large private office in the front. The rear is devoted to a stockroom, where every part of Peerless cars is kept. The three upper floor are given over to repairing, painting, etc. The basement will be used for general storage purposes and for the heating plant.

Walter G. Jones, who was with the Studebaker branch in Boston until the E-M-F consolidation recently, has been made superintendent of the Whitten-Gilmore repair department at Cambridge, Mass.

The G. H. Proctor Supply Company has taken the agency for the Pullman cars in Boston.

Percy Owen came over from New York a few days ago to look over the local field. While here he was the guest of E. A. Gilmore and C. E. Whitten, who handle the Chalmers and Hudson cars in the Hub.

President Benjamin Briscoe, of the United States Motor Company, was in Boston for a few hours following the fire in the Maxwell building. He went over the details of arranging for a resumption of the business with Manager Frank J. Tyler.

A. H. Sowers, formerly of the Stevens-Sowers Company, handling the Jackson in Boston, has gone with the E-M-F-Studebaker Com-

pany, and will work with the Studebaker forces in the Hub.

The Bay State Automobile Association, of Boston, is housed once more where it was first brought into existence—at the Hotel Lenox. The club occupied the new quarters Monday for the first time, and as the Lenox is right in the center of the motor colony on Boylston Street, it means that many of the members will see each other every day. The club committee, in addition to securing the new rooms, has arranged for a special luncheon to be served every noon for its members, and if enough attend each day a private dining room will be set apart. The club has been located at the Carleton for two years, but its lease expired, and so the committee in charge decided to move back to the Lenox.

Waite and Robbins, New England agents for the Babcock Electric, will act as the Boston distributors for the trucks and delivery wagons manufactured by the Atterbury Motor Car Company, of Buffalo, N. Y.

The Charlesgate Garage, Massachusetts Avenue and Newbury Street, Boston, was destroyed by fire, caused by defective electric light wiring, on August 10, and more than 40 automobiles were damaged beyond repair. The loss to the owners of the building—the Maxwell-Briscoe Company—amounts to \$140,000, and to the owners of the automobiles, \$150,000, is the company's estimate. The companies using the building, besides the Maxwell-Briscoe, were Saunders & Butler, Austin Automobile Company, Columbia Automobile Company, J. J. Keane, Hillman A. S. M. Company, Boston Automobile Top Company and the Allen-Sampson Manufacturing Company.

PENNSYLVANIA

Philadelphia

The Philadelphia Garage, 4518-20 Baltimore Avenue, has inaugurated an up-to-date storage service for Frayer-Miller trucks. W. J. Dunn, proprietor of the garage, has formulated a monthly service plan which is calculated to minimize the cost of maintenance. This plan includes the complete care of the car, furnishing supplies and the provisions of fire and accident insurance.

Frank W. Beirn has joined the sales force of the local branch of the White Company.

York

The output from this city's automobile plants for 1910 models was more than \$3,500,000, and officers of the four factories expect the value of 1911 cars to exceed \$5,000,000. The automobile industry has grown to be one of York's largest industries within a comparatively short time, and local plants are expected to be taxed to more than their capacities during the next year.

The B. C. K. Motor Car Company, manufacturer of the Kline-Kar, has received an offer from the Scranton, Pa., Board of Trade to move its Bath, N. Y., plant, where the motors are manufactured, to the Pennsylvania town. The offer is under consideration, and a decision will be made within a week.

A feature of the meeting of the League of Third Class Cities of Pennsylvania, which will convene in this city August 23, 24 and 25, will be a trip through the local automobile factories, and a ride to the principal points of interest in this locality in automobiles furnished by the manufacturers gratis to the delegates attending the convention.

Reading

A sociability run from Reading, Pa., to Atlantic City, was conducted last week by Harry Schwartz, agent for the Ford cars in the Reading territory. There were 16 cars, gaily decorated with American flags and Reading Automobile Club pennants, which finished the 240-mile run without a break. In Philadelphia, the party was entertained by the managers of the Ford sales rooms.

Harry Schwartz, manager of the Central Garage, has taken the agency for the Velie car in this territory, and will receive a 1911 model demonstrator within the next few days.

Pittsburg

The Duquesne Auto Parts Company has removed to its new plant at 5715-17 Kirkwood Street, East End, where its facilities for carrying on its work have been greatly enlarged.

KENTUCKY

Louisville

The Kentucky Auto Top Company has established a plant at Fifteenth and Market Streets for the manufacture of automobile top, cushions and upholstering.

L. W. Place, district manager of the Olds Motor Works, is on a tour of the Southern territory, controlled by the Louisville branch. While he is away he will establish a branch at Atlanta, Ga. A S. Watson will probably be placed in charge of this.

A. L. Martin, manager of the Southern Motor Sales Company, which has the agency for the Cole "30" in several States, is making a tour of his district and is lining up new agencies for the season of 1911. The Southern Motor Sales Company will receive the first 1911 Cole "30" turned out of the factory at Indianapolis.

B. W. Twyman, general sales manager of the E-M-F Company, was in Louisville last week, conferring with Manager Daniel Patton, of the Studebaker Automobile Company, relative to prospects for the coming season. The outlook here was reported unusually bright.

Andrew Cowan & Company has established a branch of its business in the form of a department for automobile accessories and supplies. The company is covering the whole South, and is building up a considerable trade.

The Louisville Automobile Dealers' Association has secured the use of the First Regiment Armory, the largest building of the kind in the South, for the 1911 show, which will be held late in March. Four nights and three afternoons will be devoted to the exhibition. It is expected that a special section will be devoted to commercial cars.

W. O. Bailey has been appointed Louisville agent for the Speedwell Motor Car Company, and has established quarters at 619 South Fourth Avenue.

Lee Miles, of the Miles Auto Company, agents here for the Packard and the Detroit electric, is visiting the factories in Detroit and making arrangements for deliveries. Many

sales of Packards of the new models have been announced.

CONNECTICUT

New Haven

The heads of the police, fire, health and building inspection departments of New Haven, Conn., have asked for automobiles for use in their various branches of the city government. They point out that such an equipment would be much cheaper for the municipality and would tend to make the city safer and better. They have included the initial cost of automobiles in the estimates of their expenses for the coming year and it is believed the aldermen will not deny their request.

Among the recent visitors to the Columbia factory were: A. M. Young, Los Angeles, agent for the Columbia; J. S. Conwell, of the Maxwell-Briscoe Los Angeles Company; F. J. Linz, manager of the Maxwell-Briscoe Pacific Company of San Francisco, Cal.; E. E. Cohen, agent at Portland, Ore., and T. J. Tibbals, agent at San Diego, Cal.

They said the prospect for increased business on the Pacific Coast during the coming season was excellent.

Captain F. H. Eldridge, Naval Inspector, formerly stationed here, is now driving his Columbia roadster in London, England, where he has been transferred.

J. B. Mallers, Jr., and Mrs. Mallers, of Chicago, recently paid a visit to the Columbia factory, having driven from Chicago in their 1910 Columbia roadster. The trip from Chicago to Hartford was made in five days, the first day's run being to Toledo, a distance of 314 miles. Mr. Mallers made the run down from Boston in five hours.

ILLINOIS

Chicago

Having obtained a 20-year lease on the property at 2630-32 Wabash Avenue, Chicago, at an annual rental of \$3,750, the Interstate Garage will at once commence the erection of a \$30,000 building on the site. The new structure will be fitted up as a garage, salesroom and repair plant.

WASHINGTON, D. C.

According to the report of the United States Department of Commerce and Labor, the value of the automobiles imported into this country is slowly decreasing. In June, 1909, the value of the automobile imports was listed at \$246,291, and for the same period this year the figures given are \$233,229, a decrease of

\$13,062. For the twelve months ending with June, 1909, the value of automobiles imported into the United States was \$2,905,391, but for the corresponding period in 1910 there was a decrease of \$53,945, the total being \$2,851,446. The figures, showing the countries which sent automobiles to the United States and their values follow:

	June, '09	June, '10	12 months ending June, '09	12 months ending June, '10
United Kingdom	\$16,481	\$14,213	\$226,050	\$236,015
France	130,694	122,568	1,838,653	1,467,646
Germany	19,461	40,867	193,580	368,219
Italy	74,283	22,806	561,620	587,052
Other countries	5,372	32,775	85,488	192,514
	<hr/> \$246,291	<hr/> \$233,229	<hr/> \$2,905,391	<hr/> \$2,851,446

An enormously increasing demand for American built automobiles is noted among foreign countries, according to the report of the United States Department of Commerce and Labor for June. This shows that during last June, \$1,894,805 worth of automobiles were exported, an increase over the same month of the previous year of \$778,941. This

phenomenal business for June brought the automobile export business in the United States for the last twelve months up to \$11,194,220, which is almost twice as much as it was for the twelve months ending with June, 1909, or, to be exact, just \$5,202,020 more. The actual figures giving the exports in detail are as follows:

	June, '09	June, '10	12 months ending June, '09	12 months ending June, '10
United Kingdom	\$436,276	\$617,371	\$1,812,091	\$2,656,214
France	178,488	241,500	661,525	825,904
Germany	46,454	48,006	141,056	275,241
Italy	26,666	18,163	241,660	337,614
Other Europe	58,336	129,525	329,170	550,414
British North America	287,901	661,625	1,692,980	4,383,487
Mexico	18,074	39,106	387,446	540,325
West Indies and Bermuda.....	6,372	7,335	255,158	413,888
South America	8,382	46,209	143,730	342,767
British East Indies	452	2,706	23,853	53,931
British Australasia	27,616	30,638	138,871	350,193
Other Asia and Oceania.....	11,852	35,619	101,048	294,592
Africa	5,016	13,531	41,428	114,514
Other countries	3,979	3,471	22,184	51,136
	<hr/> \$1,115,864	<hr/> \$1,894,805	<hr/> \$5,992,200	<hr/> \$11,190,220

CALIFORNIA**San Francisco**

Charles H. Burman, general Pacific Coast representative of the Peerless Motor Car Company, of Cleveland, O., has been going over the local situation with the H. O. Harrison Company for the last week. He says there is every indication of the coming year being a banner one for automobiles on the Pacific Coast.

C. E. Mathewson, manager of the San Francisco branch of the Diamond Rubber Com-

pany, and Frank Fagool, manager of the Rambler branch, are enjoying a two-weeks' vacation in the mountains. They started out after big game and have sent home several carcasses to show their prowess with the rifle.

The schoolboy, who, asked to mention some article made from ivory, triumphantly exclaimed "Soap!" paid an unconscious tribute to the impressive power of advertising.

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INCORPORATIONS

Cleveland, O.—De Luxe Motor Vehicle Company, with \$100,000 capital. Incorporators: W. G. Moore and others.

Pittsburg, Pa.—Universal Auto Bureau and Supply Company, with \$200,000 capital. Incorporators: L. G. Justin, W. G. Crawford and A. M. Binsley.

New York, N. Y.—United Motors Company, with \$5,000,000 capital. Incorporators: C. A. Bates, J. P. Geerlofs and W. O. Cook.

Saratoga, N. Y.—Northern New York Carhartt Automobile Sales Company, with \$10,000 capital. Incorporators: Wharton Meehan, W. M. Gage and J. M. Gage.

Kansas City, Mo.—Walden M. Shaw Auto Livery Company, with \$50,000 capital. Incorporators: Edward N. D'Ancona, S. J. Pflaum and H. C. Cormick.

Waterville, Me.—American Automobile Boiler Feeder Company, with \$100,000 capital. Incorporators: George W. Boynton, Matthew S. Goodrich and James H. Murray.

Paterson, N. J.—Idle Hour Auto Company, with \$100,000 capital. Incorporators: C. A. Isleib, A. Naab and A. Schmidt.

Dillon, Mont.—Montana Automobile Supply Company, with \$20,000 capital. Incorporators: J. P. Best, O. M. Best and M. E. Berry.

Buffalo, N. Y.—International Automobile League Tire and Rubber Company, with \$1,000,000. Incorporators: A. C. Bidwell, W. Preiss and C. H. Bowe. To manufacture automobiles and rubber.

Brooklyn, N. Y.—Catskill Mountain Automobile Service Company, with \$10,000 capital. Incorporators: Harry Felber, Arthur Felber and Samuel Weinstein.

St. Louis, Mo.—Rex Automobile Company, with \$10,000 capital. Incorporators: A. C. Heibeck, Albert Weiser and Minnie A. Klein.

Toledo, O.—E. C. Russell Company, with \$25,000 capital. Incorporators: Edward C. Russell and Nicholas W. Russell. To manufacture automobile trucks.

Detroit, Mich.—Lion Motor Sales Company, with \$10,000 capital.

Pueblo, Col.—Ideal Motor Car Company, with \$25,000 capital. Incorporators: Harry A. White, A. E. Fist and H. W. Riggs.

Jersey City, N. J.—Pope Motor Company, with \$125,000 capital. Incorporators: F. Koch, W. C. Fisk and C. E. Fisk.

New York, N. Y.—Spencer-Llano-Briner Company, with \$25,000 capital. Incorporators: C. A. Spencer, H. A. Briner and A. M. Llano. To do general automobile business.

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August 1-September 15.—Industrial Vehicle Competition, under the auspices of the A. C. of France.

August 19-20.—Second 24-Hour Race of the season at the Brighton Beach Track, under the auspices of the Motor Racing Association.

August 20.—Track Meet at Columbus, O., under the auspices of the Columbus Automobile Club.

August 20.—International Motor Boat Race for the Harmsworth Trophy over a course off Larchmont, N. Y.

August 21.—Mont Ventoux Hill Climb, Vonclusien A. C.

August 23.—Track Meet, under the management of Cheyenne, Wyo., Motor Club.

August 26, 27.—Elgin Road Races to be held under the auspices of the Chicago Motor Club.

August 31 to September 8.—Nine-day Reliability Run, under the auspices of the Automobile Club of Kansas City, Mo.

September 2, 3, 5.—Three-Days' Automobile Race Meeting at Indianapolis Motor Speedway.

September 3-6.—Liedekerke Cup, Ostend Cup and Voiturettes Race, under the auspices of the Royal A. C. of Belgium.

September 5, 10.—Automobile Races at the State Fair at Minneapolis, Minn.

September 7, 8, 9 and 10.—Reliability Run, under the auspices of the Automobile Club of Buffalo, N. Y.

September 9 and 10.—Track Meet at Providence. R. I., under the auspices of the Rhode Island Automobile Club.

September 10.—The race over San Francisco Park roads and boulevards, under the auspices of the Automobile Club of California.

September 10, 11 and 12.—Reliability Run, from New York to the Catskill Mountains, where a hill climb will be held on the 12th, under the auspices of the Motor Contest Association.

September 12 to October 12.—Automobile Races held in connection with the Appalachian Exposition at Knoxville, Tenn.

September 15.—Hill Climb at Oklahoma City, Okla., under the management of the Oklahoma Automobile Club.

September 15-22.—Road Races to be held at Lowell, Mass., under the auspices of the Lowell Automobile Club.

September 17.—American National Championship Balloon Race, to be held in Indianapolis, Ind.

September 17.—Power Boat Race through Whirlpool Rapids, Niagara Falls, N. Y., for purse of \$1,000 and a gold cup.

September 17.—Track Meet, under the joint auspices of the Automobile Club of Syracuse, N. Y., Syracuse Automobile Dealers' Association and the New York State Fair Association.

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September 17.—Track Meet, held under the auspices of the Norristown, N. J., Automobile Club.

September 18.—Semmering Hill Climb, A. C. of Austria.

September 21, 22, 23.—Three-day Reliability Run, under the auspices of the Louisville, (Ky.) Automobile Club.

September 24.—Annual Santa Monica Road Race, under the auspices of the Licensed Motor Car Dealers' Association, of Los Angeles, Cal.

October—Reliability Run, under the auspices of the Chicago Motor Club.

October—Reliability Run, under the auspices of the Worcester (Mass.) Auto Club.

October 1.—Sixth Annual Vanderbilt Cup Road Race to be held on the Long Island Motor Parkway and the surrounding roads. Under the auspices of the Motor Cups Holding Company.

October 1.—Track meet at the Illinois State Board State Fair at Springfield, Ill.

October 2.—Gaillon Hill Climb, promoted by L'Auto.

October 6, 7 and 8.—Automobile Races at the Orange County Carnival at Santa Ana, Cal.

October 7, 8.—Race Meet at the Indianapolis Motor Speedway, Indianapolis, Ind.

October 7 to 11.—Virginia Reliability Run, under the auspices of the Washington (D. C.) Post.

October 8.—Automobile Races at the Interstate Fair, Spokane, Wash.

October 8.—Date selected for the start of the Chicago-New York Aeroplane Race, under the joint auspices of the New York Times and the Chicago Evening Post, for a \$25,000 prize.

October 8.—Third Annual Fairmount Park Race, under the auspices of the Quaker City Motor Club, Philadelphia.

October 8 to 13.—The St. Louis National Aero Show, to be held in the Coliseum Building, under the auspices of the Aero Club of St. Louis.

October 10 to 15.—Track Meet at the Arkansas State Fair at Hot Springs.

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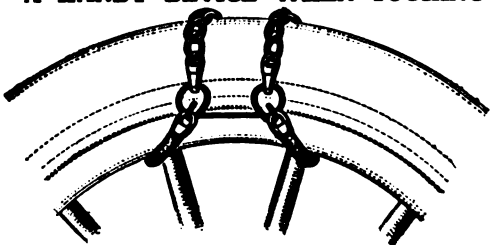
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October 15.—Race for the Grand Prize of the Automobile Club of America to be held over the Long Island Motor Parkway and adjoining country roads.

October 15 to 23.—The International Aviation Meeting to be held under the direction of the Aero Club of America at a field in the vicinity of Garden City, L. I.

October 17.—Start of the 1910 International Balloon Race from St. Louis, Mo.

October 20, 21, 22.—The Fall Meet of the Atlanta Automobile Association at the two-mile motor-drome at Atlanta, Ga.

October 23.—The Portola Road Race in San Francisco, Cal.

October 27, 28 and 29.—Three-day Track Meet, under the auspices of the Dallas (Tex.) Automobile Club.

November 5 and 6.—Track Meet, under the auspices of the New Orleans (La.) Automobile Club.

November 5, 7.—Los Angeles-Phoenix Road Race.

November 10, 12 and 13.—Track meet at San Antonio, Tex., under the auspices of the San Antonio Automobile Club.

November 24.—Mile High Hill Climb at Redlands, Cal., under the auspices of the Mile High Hill Climb Association.

November 24.—Road Race, under the auspices of the Savannah (Ga.) Automobile Club, over roads in the vicinity of Savannah.

November 24, 25 and 26.—Race Meet at the Los Angeles, Cal., motordrome.

December 1 to 8.—First Annual Aeronautical Exhibition under the auspices of the Aero Club of Illinois. To be held in the Chicago Coliseum.

December 3-18.—Twelfth International Salon of the Automobile, the Cycle and the Sports, under the auspices of the A. C. of France.

February 27 to March 4, 1911.—Fifth Annual Automobile Chow, under the auspices of the Kansas City (Mo.) Automobile Dealers' Association.

March 4 to 11, 1911.—Boston Automobile Dealers' Association's Annual Show in Mechanic's Hall.

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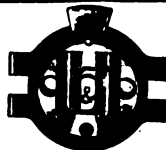
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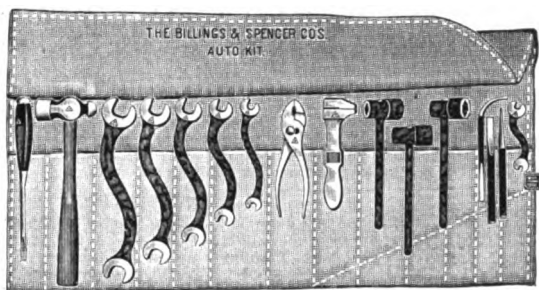
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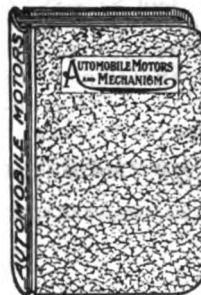
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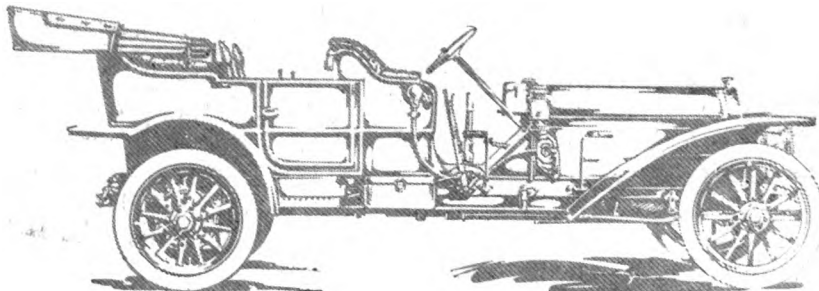
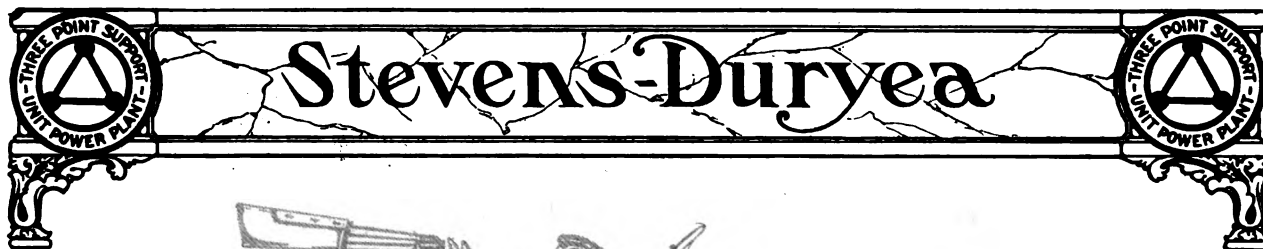
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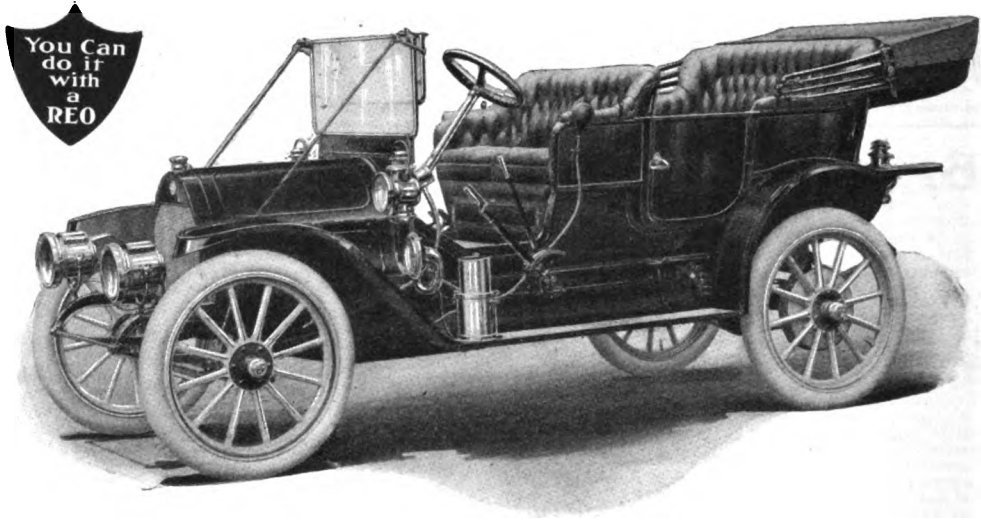
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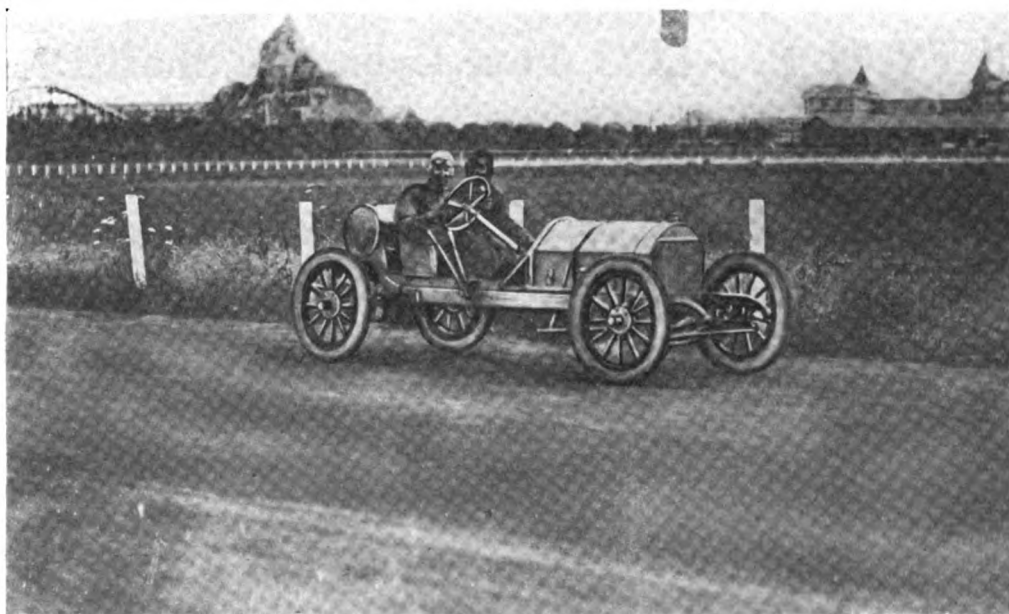
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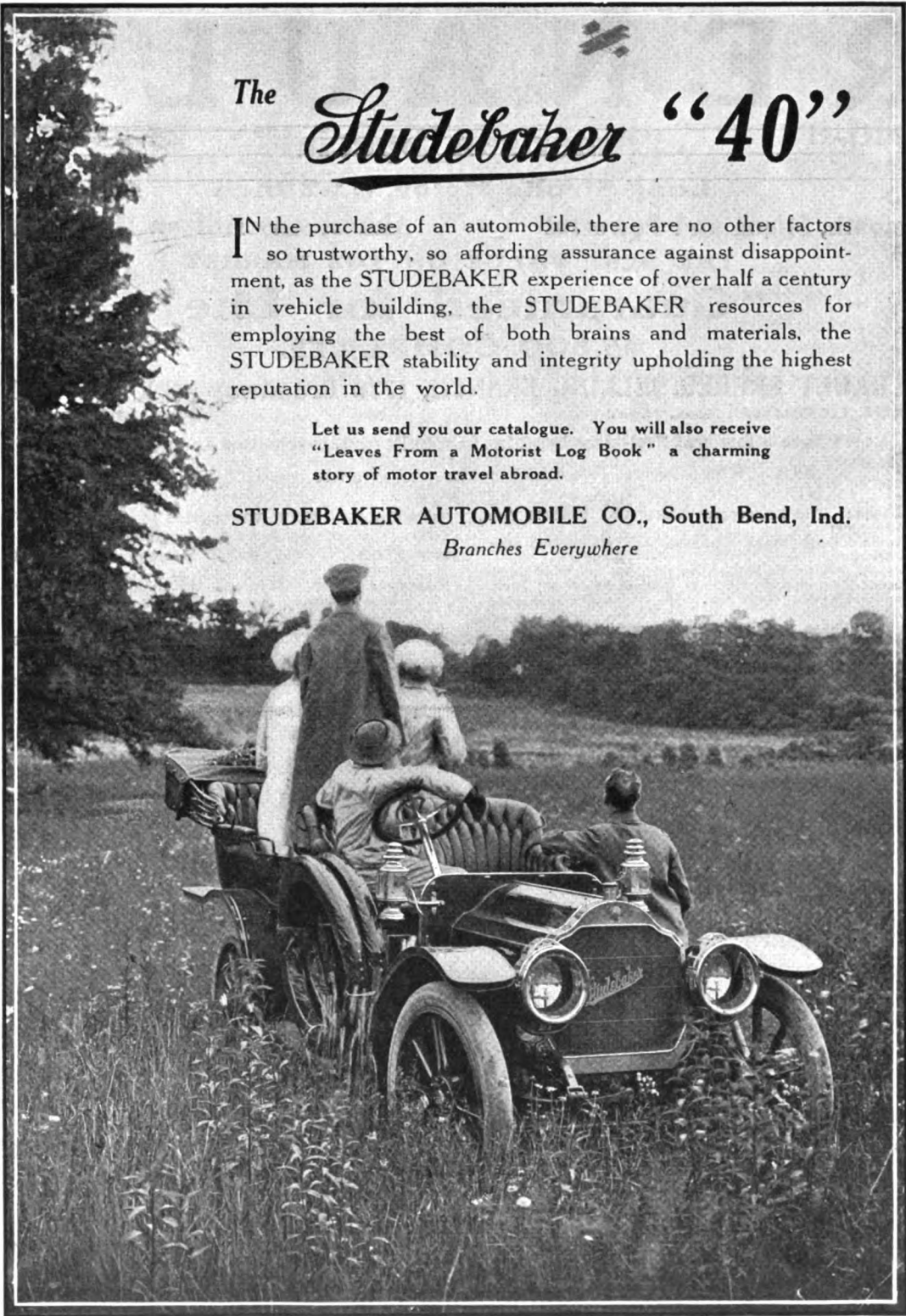
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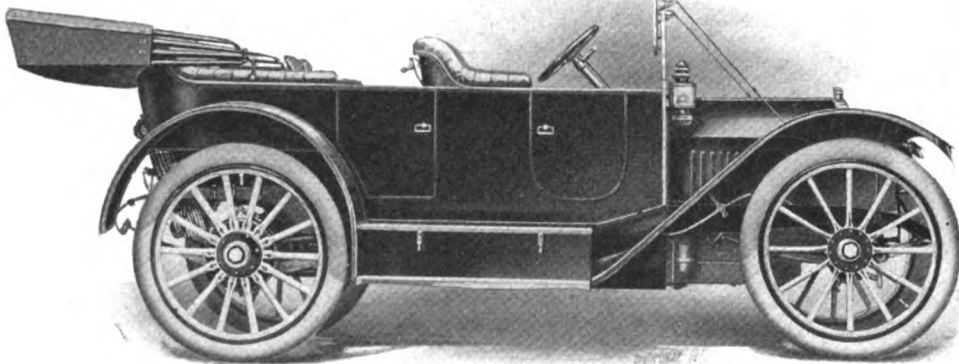
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Automobile Topics

Illustrated

Vol. XX.

NEW YORK, AUGUST 27, 1910.

No. 21.

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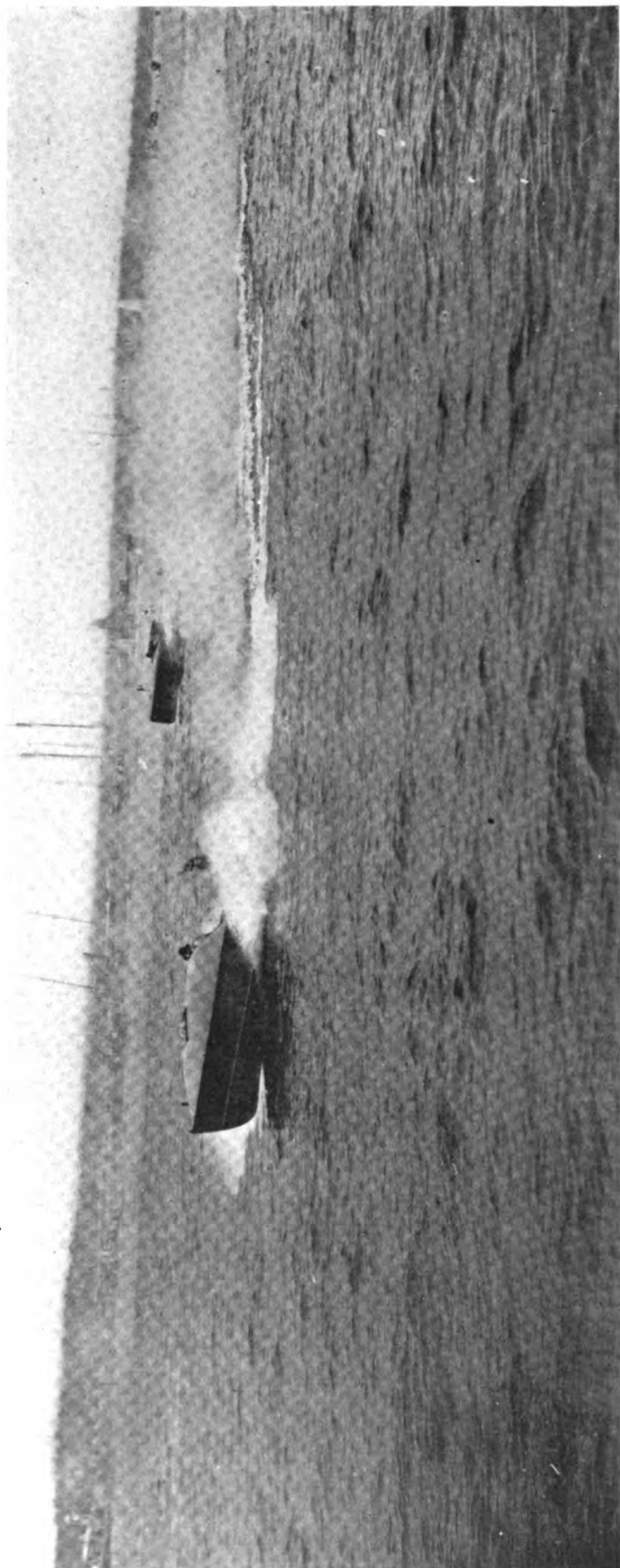
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DEFENDING THE HARMSWORTH TROPHY—THE DIXIE IN SECOND PLACE AT THE START

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS

Published by AUTOMOBILE TOPICS (Incorp.)

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TOPICS NEW YORK'S new taxicab ordinance has not totally eliminated the grafting methods of the drivers of those busy little vehicles. Chief Taxicab Inspector John Drennen is determined to abolish the use of misrepresenting machines, and he personally made a round of the various "stands" located near ferries one day this week and found more than one machine that did not comply with the law. A warning was given, with the remark that a second offense meant arrest. Inspector Drennen also discovered that most of the taxicabs were running without meters at all. He was powerless to stop the operation of these taxis, as they are all licensed under what is known as the coach ordinance, which permits vehicles carrying four persons to charge at the rate of one dollar for the first mile. As the taxis were able to seat four persons they came under the provisions of the ordinance. It's about time that such ordinances were attended to, so that they would not conflict with the enforcement of more up-to-date laws.

THESE ARE DAYS OF MARVELS. To have mentioned 1,253 miles as the score for a 24-hour race several months ago would have brought forth a storm of derision, yet this remarkable

feat was performed at Brighton Beach last Saturday. And to think that only a little more than ten years ago it would have been thought wonderful to travel by automobile over 15 miles an hour for any length of time!

HAVE AUTOMOBILE RACES on one-mile tracks lost their attraction, or have the promoters of contests on former horse tracks been overworking the game? Many are inclined to believe that the latter is the cause of a crowd of only about 5,000 persons witnessing the finish of a record-breaking 24-hour race within an hour's ride of New York.

MAJOR GENERAL FREDERICK DENT GRANT at times shows some of the traits which made his famous father the greatest general of the age. One of these has just cropped up. In his last report to the War Department the general asks for the purchase of automobile trucks for the use of the army, and says that they are indispensable to an army in the field.

A UNIQUE SIGN is being placed along the famous River to River road in Iowa by the Iowa Federated Commercial Clubs, of Iowa City. This sign is a large "R," containing within its outlines the names of Davenport and Council Bluffs, the two cities the road

connects, and the words "River to River road." The sight of the big "R" will show tourists at once that they are on the right highway and will render it unnecessary for them to stop to read the other signs of all descriptions which line the road for its entire course. The sign will also be used as a symbol on the cars of members of Iowa clubs.

A STEP TENDING TOWARD the improvement of local roads has been taken by the Mankato (Minn.) A. C., which has decided to see to it that 80 miles of roads in the vicinity of the city, including nine principal highways to a distance of 10 miles out, are dragged throughout the season. Let the good work go on.

FOR MORE THAN A MONTH complaints have been arriving at the headquarters of the Wisconsin State A. A., in Milwaukee, Wis., that broken glass is causing considerable damage to tires, and the association has offered a reward of \$100 for the arrest and conviction of persons deliberately throwing glass on the public highways. Innumerable complaints have been made by drivers along the Blue Mound road leading out of Milwaukee. It will be interesting to note what punishment will be meted out to the offenders.

BARABOO, WIS., has passed an ordinance to the effect that it shall be unlawful for any person not a legal resident of that city, either by himself, his agent, servant or employe, by means of an automobile or other kindred motor vehicle, to transport or carry passengers for hire or reward without a license, the fee for which is \$10 per day. Baraboo believes in home industries!

INASMUCH as the Attorney-General of the State of New York has decided that Massachusetts does not grant like exemptions and privileges to New York motorists, it is now necessary for all Massachusetts cars to be registered before entering the State of New York.

AT A MEETING of Secretary of State Koenig and several prominent automobile men of New York City, it was determined to place the Callan automobile law into effect at midnight on August 31. At first it was intended to enforce the new law in New York after August 1, but because of numberless troubles and delays, 15 days of grace were granted. Even this,

however, proved to give insufficient time, but the date of enforcement has been fixed now for the last time—so they say.

ACCORDING TO A RULING issued on August 20, machines registered in Delaware are the only ones in the Atlantic and Eastern States which can be operated in the State of New York without first obtaining a license from that State. Under the law, as interpreted by Secretary of State Koenig, the reciprocal relations are in effect with Delaware, Illinois, Indiana, Iowa, Kentucky, Michigan, Nebraska, Ohio, Oregon, South Dakota, Utah, Wisconsin and Washington.

THAT A LAW should be passed by the next Wisconsin Legislature compelling motor vehicles to come to a full stop at all railroad crossings is the suggestion made by a Wisconsin railroad engineer. Why not compel the locomotive to stop and whistle three times at each grade crossing, too?

GEORGIA'S CAMPAIGN for good roads is bearing fruit in a way to silence forever those who have opposed the movement. The religious, political, educational and industrial life of the State have felt the impetus of better highway construction and the increase in the tax values is little short of amazing. In the seven new counties, recently created, the increases of the 1910 tax values over those of 1909, are as follows: In Tift, \$458,303; Crisp, \$572,373; Toombs, \$396,025; Turner, \$320,308; Ben Hill, \$18,300; Jeff Davis, \$181,156, and Stephens, \$2,437.

CALLING AUTOMOBILES "HELLISH" and expressing their disapproval of the aeroplane in terms not quite so expressive, but fully as strong, the Carey Baptist Association, of Lafayette, La., passed the following resolution:

"If young Americans are mortgaging their homes to purchase automobiles, as related in industrial statistics, what may we expect with the advent of the airship craze? We therefore condemn the use of flying machines, except for utilitarian purposes, as a national curse, in that it breeds extravagance, overindulgence and intemperance. It is a fad that will destroy both our purse and our morals. It will further weaken our womanhood and result in misery and mortification."

Evidently the Louisiana Baptists are "agin" anyone reaching heaven except by the water route.

Ten Cars Now Entered in Vanderbilt Race

Another entry was made this week in the Vanderbilt Cup race, to be held over the Long Island Motor Parkway and adjacent roads on October 1. William K. Vanderbilt, Jr., president of the Motor Cups Holding Company, custodian of the Vanderbilt and Grand Prize race trophies and promoters of the contests for these prizes, announced the receipt of another Simplex car for the Vanderbilt Cup race. The car is entered by the Simplex Automobile Company, of New York, and will be driven by Ralph E. Beardsley. It is a 1911 model, rated at 50 hp., with a bore and stroke of $5\frac{3}{4}$ inches. Up to August 23 there were 10 cars nominated for the Vanderbilt and 14 for the Grand Prize, no additional entries being received for the latter race during the past week.

Beardsley, who recently left the ranks of the amateur drivers to turn professional, has been doing brilliant work at hill climbs and track races the past few months, notably at Plainfield, Ossining and at the July Brighton Beach meet, where he won a hotly-contested race.

The entry of a 30 hp. Cole, entered by the Colt-Stratton Company, of New York, in the Massapequa Sweepstakes, was also announced by Mr. Vanderbilt. The Sweepstakes will also be run on Saturday, October 1. The Cole entry is a 4-cylinder 1910 flyer, and will be driven by "Bill" Endicott, a western driver, who has been a successful contender in many contests recently.

Everybody who is interested in both the Vanderbilt Cup and Grand Prize events is pleased to know that the start will be a day-break one. Just as soon after dawn as the fog, which is probable, lifts to make driving safe, the entries will line up at the starting line and be dispatched on their way at 15 or 20 second intervals. The last two Vanderbilt Cup races have had mid-morning starts which have been responsible for a smaller crowd attending. Thousands will start out at midnight from New York to witness the great event without having had a moments sleep and enjoy it too, while the same enthusiasts would not care to retire the night before and then arise at 5 A. M. in order to reach the course.

That faster time than ever before may be expected in these two races is quite probable, for the surface is smoother this year than it was last October, due to the touring done on

the Parkway this season. The continued driving has worn the cement surface quite smooth and this will mean less tire trouble in the race than ever before. Foreign drivers entered for the Grand Prize race are at work already tuning up their cars and getting themselves into proper physical condition for the big event. It must be remembered that driving a race nearly 400 miles in length is a severe strain upon even the strongest and most seasoned drivers. Hemery is busy getting the Benz cars into shape at the Manheim, Germany, factory. Nazzaro at the Fiat factory in Turin, Italy, is supervising the work on the Fiat cars, while on this side of the water practically every factory and entrant expecting to enter either of the big races is devoting much time and money testing out and improving their cars.

Labor Day Meet Entry Blanks Out

Arrangements for the two-day meet at the Brighton Beach Motordrome, September 3 and 5, are progressing splendidly. Dan Smith, the promoter, received a sanction for the meet this week and issued entry blanks for the affair. Barney Oldfield and George Robertson will be the stellar attractions at the races on Labor Day and the Saturday preceding it, meeting daily in ten-mile and hour races.

The program as now arranged is as follows:

First Day—Saturday, Sept. 3

Event No. 1—One-mile time trials against Brighton Beach track record of 52.36 seconds, and one-mile world's circular track record of 50.45 seconds.

Event No. 2—Ten miles, open to stripped chassis 300 cubic inches and under. Class C.

Event No. 3—Ten miles, open to stripped chassis 600 cubic inches and under. Class C.

Event No. 4—Five miles free-for-all.

Event No. 5—One hour race, open to stripped chassis 600 cubic inches and under. Class C.

Second Day—Monday, Sept. 5

Event No. 6—One mile time trials against Brighton Beach track record, and one mile world's circular track record.

Event No. 7—Ten miles, open to stripped chassis 300 cubic inches and under. Class C.

Event No. 8—Ten miles, open to stripped chassis 600 cubic inches and under. Class C.

Event No. 9—Five miles free-for-all.

Event No. 10—One hour race, open to stripped chassis 600 cubic inches and under. Class C.

May Raise Taxicab Rates in Boston

Claiming that they are losing money by the present rate fares allowed by the city of Boston, Mass., the taxicab companies in that city have asked permission to advance their rates. The matter is now under consideration by Police Commissioner O'Meara, and it is said that he will report favorably.

The increases proposed come on the charge for the initial mile and on the waiting. The companies also want a uniform rate for the entire city, and not two rates, one to be charged within a circumscribed section and the other for the remaining territory. The new schedule provides for a total charge of 70 cents for the first mile instead of 50 cents as at present, and 10 cents for a four-minute wait, instead of 10 cents for a six-minute wait. The companies also want to charge 20 cents for each person carried in a taxicab, in excess of one person, for the whole journey. The companies allege they cannot furnish satisfactory service and make a fair profit at the present rates, and that the low rate for the initial mile was originally established merely to attract patronage.

In referring to the proposed charge of 50 cents for the initial mile, the companies, in their petition to the commissioner, say:

"All the operating companies in every city of the United States are agreed that this is the least initial charge for which good service can be rendered without actual loss."

"The second change asked for," say the companies, "is an increase in the charge for waiting time from the present rate of 10 cents for each six minutes to a rate of 10 cents for

each four minutes. This change is asked for, not primarily with a view to increasing the earnings of the company, but rather to discourage the tying up of the cabs, particularly during inclement weather, when they are needed by the public as a means of transportation. The rate of 10 cents for each four minutes is, to the best of our knowledge and belief, the universal standard.

"Even at a higher rate the operating companies are not desirous that the cabs should be kept in waiting for long periods, believing that this is contrary to the best interests, both of the public and of the operating companies.

"The changes asked for are the result of a most careful analysis of the whole situation, will create only a sufficient increase in earnings to make it possible to provide the character of service which it is believed the people of Boston desire, and should have, and will at best leave only a very modest margin of profit.

"Taxicab operation in the city of Boston is being carried on almost entirely by local capital, which has been in this enterprise to a considerable extent from a feeling of public spirit.

"The present rates were fixed because of ignorance of operating costs and inexperience in the business, and it is believed that to perpetuate them will work injustice to the stockholders of the companies through the wiping out of their investment, and also to the public, because of the inability of the companies to maintain equipment in good condition, to employ responsible and careful operators, and in general to furnish good service."

Riverhead Race Called Off

After a wait of more than a month, the Motor Contest Association announced on August 10 that it has finally decided not to attempt the Riverhead, Long Island, road race this year. The original date set for the race was July 15, but when that time arrived no announcement was made regarding its not being held.

Manager E. L. Ferguson now believes that the Vanderbilt and Grand Prize races will be sufficient to appease the appetite of the motor racing enthusiasts in the East this fall and the Riverhead affair has been abandoned. In

June or July the president of the Motor Contest Association made a proposition to the people of Riverhead to the effect that they should close up all the roads leading to the course on the day of the race, and charge each person the nominal fee of twenty-five cents to see the race and that money be devoted to repairing, fixing the corners and oiling the course. This suggestion was not favorably accepted, so it was decided not to give the race. The course last fall proved to be the fastest in the United States, but the financial returns were not satisfactory.

O'Malley' Opinion on Callan Law

An announcement of more than ordinary interest to automobilists, non-residents of New York State, but who frequently desire to tour within the borders of the Empire State, is found in the opinion which has just been handed down by Edward R. O'Malley, Attorney-General of the State of New York, in response to request from Secretary of State, Samuel S. Koenig, who asked the attorney-general to give his construction of Section 285 of the highway law pertaining to the use of and operation of motor vehicles in the State of New York under the Callan automobile law.

In the opinion reference is made by the Secretary of State to the last paragraph of this section of the article, which gives the same exemptions and privileges in New York State to non-resident owners.

Many States grant permits for various periods of time, from seven days upwards, to non-resident owners—some for a license fee and others without a license fee. The Secretary of State desired to learn from the Attorney-General if the Automobile Bureau had power to issue temporary licenses at the same fee and to run the same time as those issued by other States to residents of New York State. Attorney-General O'Malley, in his opinion, says that this question should be answered in the negative. He states that Section 285 provides that so much of the Act as relates to the registration of vehicles shall not

apply to such vehicles as are owned by non-residents, who have complied with the laws of the State of their residence, and who conspicuously display the registration numbers of their own States or territories. This section further states that:

"The provisions of this section, however, shall be operative as to a motor vehicle owned by a non-resident of this State only to the extent that under the laws of the foreign country, State, territory or federal district of his residence like exemptions and privileges are granted to motor vehicles duly registered under the laws of and owned by residents of this State."

The Attorney-General very clearly indicates the views in this regard, and the following is quoted from his opinion:

"The words 'like exemptions and privileges' refer directly to the exemption from registration. That is only granted to residents of other States and governments which grant the same to our residents.

"The only person operating a car in this State who not register his vehicle under our law is a resident of a State, territory or country which allows residents of this State to operate their motor vehicles within its boundaries without registration. There is nothing in the statute authorizing your office to issue temporary licenses or to grant other special privileges to non-residents."

Massachusetts "Reciprocity" Clause Tested

When the news was telegraphed to Boston a few days ago that Attorney-General O'Malley had given an opinion that Massachusetts, Connecticut and Vermont registrations were no good in New York State, it filled the Bay State motorists with disgust at their own lawmakers, for they realized that it was a case of being "hoisted by their own petard," with the burden falling upon the motorists. At the last session of the Legislature the motor interests fought for a real reciprocity clause, but the political steam-roller was at work and the "alleged" reciprocity clause was pushed through that put the bars up against visitors, so that some were allowed ten days while others, like New Jerseyites, were allowed none.

And now Massachusetts, in fact all New

England, motorists, except those living in Maine, have the same rights in New York State, according to the opinion, as New Jersey motorists in Massachusetts—that is nothing. As many Bay State motorists are touring in the Adirondacks, they may be held up if the police go after them.

Maine is the only State that places no restrictions on visiting motorists, and so that is the only New England State under Attorney-General O'Malley's opinion whose registrations may be recognized. Meanwhile, the Massachusetts Highway Commission may get busy and exclude all New York cars, putting them in the same class as New Jersey, and there will be a merry little motor war on between the two States.

Harmon Flies Across Long Island Sound

After making several attempts to fly across Long Island Sound, Clifford B. Harmon, an amateur aviator, on August 20 made a successful flight from Garden City, Long Island, N. Y., to Greenwich, Conn., and surprised members of the Larchmont Yacht Club by circling over their club house during the flight. Mr. Harmon is the first man to fly across Long Island Sound, although many have attempted the feat in the last six or eight months.

The journey was made in a Farman biplane, equipped with a Gnome motor. Harmon paid \$10,000 when he purchased it from Farman, and it is the same machine that the Frenchman used in his exhibitions in this country. The distance covered by the flight was about 27 miles, and this was accomplished without incident or accident until the finish, when, owing to the tall grass, Harmon alighted on a number of rocks. This smashed the chassis and some of the lower supports of the frame, but the damage was so slight that on the following day the machine was dismantled and taken over to the starting point. The damaged parts were replaced in less than twenty-four hours.

When Harmon ascended from Garden City he had no idea of crossing the Sound. But the weather conditions were so propitious and his motor was working in such a fashion that he thought the feat could be attempted. He headed due north from the Garden City aviation field and then swung in westerly to Roslyn. At this point he guided his biplane out over the waters of the Sound and, at a speed of about 60 miles an hour, cleared the distance from the Long Island shore to the Connecticut side. When over the Larchmont Yacht Club he described several circles in the air, to give the members a chance to get into their motor boats and pursue him up the sound. But his pace was so swift that even the fastest of the sailors saw it was no use to attempt to follow him, and they allowed him to proceed up the coast to his landing place without an escort.

The landing was made in the marshy land adjoining the home of Harmon's father-in-law, Commodore E. C. Benedict. Mrs. Harmon had been spending the afternoon watching the sound with a pair of field glasses. As the biplane hove in sight she dropped the

glasses and rushed to the field. She was the first to reach her husband after he landed, and, by so doing, she won the cup he offered to the person who reached him first.

In describing his trip, Harmon said:

"I left the aviation field at Garden City at 6.35, taking Hamilton up with me for a half dozen flights around the field, so as to enable him to take some photos. The engine was working so beautifully that I decided to go on across the Sound, leaving Hamilton at Garden City. I wore a leather coat, trousers, goggles, a life belt and low shoes with strings untied so that I could kick them off if I had to swim. The wind was aft and blowing about 15 miles an hour, increasing during the flight to 25 miles. In the flight of six miles to Roslyn I traveled over bad country, and when I reached the water I felt as if some one had just given me a quarter of a million dollars.

"At a dinner given to the Englishmen at the Larchmont Yacht Club I had promised to fly to the club house if I came across the Sound, and offered a cup to the first ones who should reach me either on shore or on water, and the club's fastest boats were to be in readiness. Once on the water I felt safe, and, although my plane went up and down like a boat owing to the cross winds, I was able to keep it going in a straight line, my altitude varying from 400 to 1,000 feet. It was a struggle to keep right side up crossing Hempstead Bay, but I reached the Larchmont Club at 6.55 o'clock and turned over the vessels in the harbor there at the international meet.

"I guess I was too fast for them even to think of starting a motor boat after me. Coming up the Sound from Larchmont I had the breeze with me and I went the ten miles in ten minutes. It was dark when I reached the island just in front of my father-in-law's estate, and so I went on a few hundred feet to Sandy Beach, just across the inlet, and came down in tall grass. That accounts for the injured machine. I landed on my feet all right and have not even a scratch:

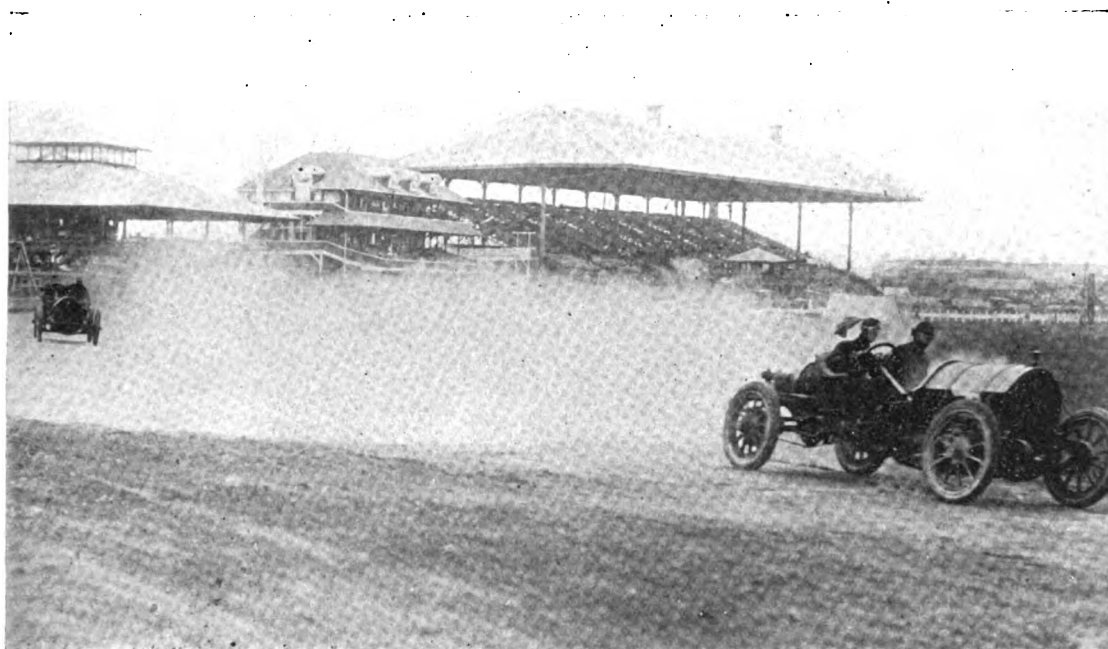
Owing to the failure of the motor to work properly at a critical moment, Lieutenant Vivaldi, of the Italian army, was killed by a fall from his aeroplane at the military aviation field, Centocella, Italy, August 20.

New Records Set at Brighton Beach

Surpassing by 57 miles the world's record for 24-hour races, the 30-60 hp. Stearns, owned by J. M. Rutherford and driven alternately by Cyrus Patschke and Alfred J. Poole, flashed across the finish line the winner of the season's second "twice-around-the-clock" race at the Brighton Beach Motordrome, under the auspices of the Motor Racing Association, with a score of 1,253 miles to its credit. The

driven by Leo Anderson and Joseph Taylor, 655 miles; Charles E. Reiss' Marion, Wallace H. Owen and Marcel H. Basle, 425 miles, and W. C. Allen's Allen-Kingston, Noel Trekas and Harry Cobe, 232 miles.

The Stearns led the field practically from start to finish. In the first hour, the sensational driving of Patschke sent the car one mile ahead of the record of 56 miles at the



THE FIRST TURN, SHOWING ALMOST DESERTED STAND

previous record was made by Cyrus Patschke and Ralph Mulford in a Lozier in the race of October 15-16, 1909.

Of the field of seven starters, four completed the long race. The others were eliminated by mechanical troubles through various causes. The Matheson Automobile Company's 60 hp. six-cylinder Matheson, driven by Charles L. Basle and Cornelius P. Whalen, was second with 1,178 miles. Harry S. Houpt's 60 hp. four-cylinder Houpt-Rockwell, driven by Stanley Martin, Harry Hartman and Carl Limberg, was third with 994 miles. The Cole-Stratton Company's 30 hp. four-cylinder Cole, driven by William Endicott and Louis Edmunds, was fourth with 905 miles. The other cars had the following scores when they dropped out: J. Mora Boyle's Midland,

end of that period. Early in the second hour tire changes took the Stearns to the paddock and the Matheson, which was one mile behind at the end of the initial hour, moved into first place. Before the end of the 60 minute period, however, a mishap sent the Matheson to its camp, and the Stearns again assumed the lead. From then on, it was a Stearns race, Patschke and Poole alternating in sending their car along the perfect track at speeds at times reaching 70 miles an hour.

At the end of the second hour the leader was five miles behind the record for that hour and on the next turn of the hour hand the Stearns was credited with 157 miles, 10 miles behind the record. On the eleventh hour the fast driving of the Stearn's drivers bore results, for when the scores for that hour were

posted they showed that the Stearns had traveled 575 miles, which was five miles better than the record for that period. From the eleventh hour until the twenty-fourth hour, every hour record was broken. The 1,000 mile mark made by the Simplex last May was surpassed by an hour 2 minutes 56 3-5 seconds, that distance being traveled by the Stearns in 19 hours 6 minutes 42 2-5 seconds.

While the race was a success as far as record breaking was concerned, the financial end of it with the promoters, the Motor Racing Association, was a failure. During the 24 hours that the racing cars held forth at the track by the sea, a generous estimate of the total attendance would not put it above 15,000. On the opening night just before the hour scheduled for the start, 8 o'clock, there were not more than 4,000 persons in the grounds. As the night grew late, however, the attendance increased and at 12 o'clock about 7,000 people lined the rail edging the track and occupied the grand stand and field enclosure. Early Saturday morning the track was practically deserted, the only ones present being a few dust-stained, heavy-eyed occupants of the field "stand," who had remained until dawn confident "that something would happen." As one fellow put it: "I've been here since the start and its now ten in the morning, and only one crash. Who said this was a dangerous game?"

Arriving at the track early Friday morning, one found the same scene presented to him as attended other 24-hour races. The "White City," the group of tents in the infield, always a feature of these kind of races, was aglow in all its brilliancy and a busy place it was during the night when a car pulled in for a quick change of tires or replenishment of fuel.

At 7.55 "Pete" Prunty, he of the iron lungs, announced that the cars would parade around the track before lining up for the start. It then became known that two of the nine nominations had been scratched and the field would consist of seven cars. The crowd was greatly disappointed when it learned that the Fiat, which was to have been driven by Ralph De Palma and E. H. Parker, and the S. P. O., with Louis Disbrow and John Juhasz selected as drivers, had been withdrawn from the contest.

Ralph De Palma and his team-mate had been the general choice for first place in the long

race, and when the Fiat was declared out the "form students" in the club house selected the Stearn as the favorite, with the Matheson as second choice. The cause of the withdrawal of the Fiat was attributed to the accident which befell Parker in the hour race of the matinee meet at the Brighton track on August 13 when the car, the same one selected to participate in the 24-hour race, went through the fence at the club house turn and did not stop until it mowed down several fences and a tree. At that time the damages were thought to consist chiefly in a punctured radiator, and, after hasty repairs, the car was on the course again after losing ten minutes. A more thorough examination of the machine developed the knowledge that the engine was out of alignment as a result of its collision, and it was impossible to put it into condition in time to start in the race last Saturday.

The S. P. O., which has been making a remarkable showing in contest so far this season, failed to start because the car entered did not arrive in New York until the day previous to the race and could not be put into condition in time.

The cars were sent around the track one at a time in the order of the number they bore on their hoods for two circuits of the course. After all the cars had paraded around the track they returned to the paddock and announcement was made that the start was postponed until 8.30. Shortly before that time Starter Wagner had the cars lined up at the starting line in the following order, from the pole out: Allen-Kingston (Trekas), Morian (Owen), Matheson (C. Basle), Houpt-Rockwell (Martin), Cole (Endicott), Stearns (Patschke) and Midland (Anderson).

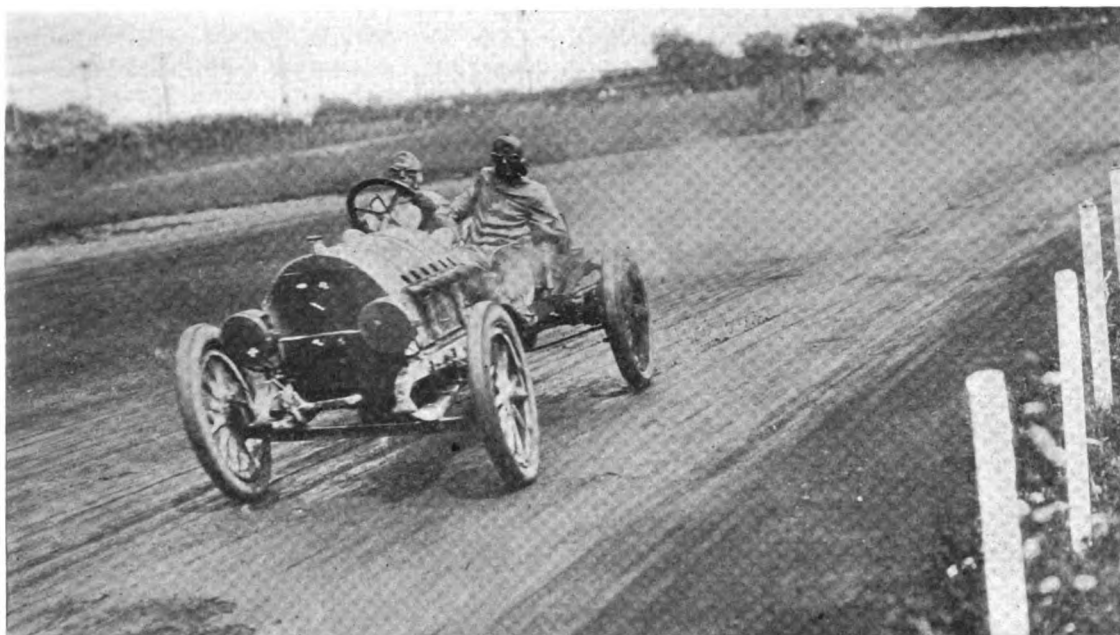
Wagner went among the drivers and gave them their final instructions, and then the mechanics cranked the engines and hopped into their seats beside the drivers. The noise of the exhausts popping away like gatling guns was deafening as Prunty, through a megaphone, repeated the count of the final ten seconds after Wagner. Honorary Starter William Loeb, Jr., Collector of the Port of New York, stood in the judge's stand with the gun poised, and at the word "go" from Prunty he fired the shot that sent the cars on their strenuous race against time.

So anxious was Patschke to get his big white-painted car bearing No. 5 under way,

that he "beat" the gun, and on the first turn was about ten yards ahead of the Midland, the second car to turn out of the stretch. The other cars followed in this order: Cole, Matheson, Marion, Allen-Kingston and Houpt-Rockwell. Martin had some difficulty getting his car under way, and the rest of the field had

with but a short distance separating them. The Matheson always succeeded in remaining in front when crossing the wire.

Patschke continued at his record-breaking pace, and mile after mile he sent his car around the track, always close to the outer rail and taking the turns with a wide sweep. Before



MATHESON IN ACTION ON BACKSTRETCH

made the turn before he got started. On the backstretch the cars scattered out and the Stearns increased the gap which separated it from the Midland. The Matheson passed the Midland and the Cole on the backstretch and as the turn toward the tape was made it was in second place.

The Stearns crossed the line for the first mile with a lead of about 25 yards on the Matheson, in 1 minute 14 3-5 seconds. The other cars were in the following order: Cole, Allen-Kingston, Midland, Marion and Houpt-Rockwell. The relative positions of the cars were unchanged until the third mile, which was completed by the Stearns in 3 minutes 30 seconds, when the Houpt-Rockwell passed the Marion and moved into sixth place. Five miles were finished by the Stearns in 5 minutes 42 seconds. During the first five miles the Matheson and the Allen-Kingston were fighting desperately for second place. Time after time these cars flashed past the grand stand

he had covered seven miles the Stearns had lapped the Midland on the turn out of the homestretch. On the following mile Patschke overhauled the Houpt-Rockwell, and on the ninth mile the Cole had been passed. The Stearns had gained a lap on the entire field by the eighteenth mile. Ten miles were completed by the Stearns in 11 minutes 10 1-5 seconds and the 20-mile mark was passed in 21 minutes 52 4-5 seconds.

The first car to leave the track was the Houpt-Rockwell, which went into the paddock for a change of tires shortly before 9 o'clock. A short time after returning to the track after the change of tires, the Houpt-Rockwell again left the race, and when it came back Harry Hartman had taken Martin's place at the wheel. Thirty miles were covered in 32 minutes 27 3-5 seconds and the 40-mile mark was passed in 42 minutes 47 4-5 seconds. The Stearns crossed the tape for the fiftieth time in 53 minutes 12 1-5 seconds after the start.

The main feature of the first hour was the driving of Patschke, and when the scores were posted for that period the Stearns had covered 57 miles and was one mile ahead of the record of 56 miles, made by the Fiat and Buick on October 15-16, 1909. The leader was five miles ahead of the Matheson, which had a score of 52 miles to its credit. The other cars were in the following order: Cole, 49 miles; Midland, 48 miles; Allen-Kingston, 47 miles; Marion, 46 miles, and Houpt-Rockwell, 45 miles.

The announcement that the first-hour record had been broken was received with a great cheer and blowing of horns and sirens by the spectators. Early in the second hour the Stearns car was taken into camp for a change of tires and the Matheson, which had been pressing it closely, moved into second place. The lead was assumed by the Matheson on the 89th mile. Basle was destined not to remain in front long, however, for on the 104th mile an accident, the first of the race, occurred, which resulted in the Matheson falling from first to last place.

As the car reached the strip of cement at the start of the turn out of the homestretch one of the tires exploded. The car swerved and crashed through the inside fence and did not stop its wild flight until it had broken through the fence for the second time and lay in an upright position, facing the track. Basle, who was driving, and his mecanicien remained in their seats and were uninjured. In colliding with the posts the left front wheel was smashed and more than half an hour was consumed in making repairs.

The Stearns again took the lead when the Matheson met with the mishap, and at the end of the hour had completed 107 miles, which was five miles behind the record. The Matheson's score was 104 miles when the accident occurred, and at the end of the hour it was in second, and when the second hour's score was posted it was in second place. The Cole was third, with 99 miles; Midland fourth, 97 miles; Marion fifth, 94 miles; Allen-Kingston sixth, 93 miles, and the Houpt-Rockwell seventh, 92 miles.

The Stearns covered 50 miles in the third hour and at the end of that period was credited with 157 miles, which was ten miles back of the record. The Cole, which was in second place then, had a mileage of 144 and was one

mile in advance of the Midland. The Allen-Kingston had 142 miles and the Houpt-Rockwell 141. The Marion was sixth, with 138 and the Matheson had covered 133. After traveling 21 miles on the fourth hour, the Midland car lost a pin out of its timing gear on the backstretch, and it was out of the race for close to four hours before repairs could be completed.

The Matheson traveled 53 miles in the fifth hour, which was two miles more than the Stearns covered during the same period, and when the scores were posted the Matheson was in third place. The mileage of the Matheson and Houpt-Rockwell were the same, 236 miles, which was 16 miles behind the Stearns. The latter car was seven miles behind the record for the hour.

Shortly after 1 o'clock in the morning of Saturday, a pool of gasoline in front of the Houpt-Rockwell camp flared up and those in the vicinity made a quick move to get out of the way of the flames. Homer Judd, one of the camp's mechanics, was not quick enough and his clothing caught fire. Before the flames were extinguished he was severely burned about the hands and face. After several minutes' work with sand the flames were subdued.

During the sixth hour the first withdrawal of the race occurred, when the Allen-Kingston broke its crank shaft and had to quit the contest. This reduced the field to six cars. In this hour the Houpt-Rockwell moved into second place, 22 miles behind the Stearns, which had a score of 310 miles. The Cole only made 28 miles this hour and dropped into fifth position, two miles back of the Marion, which had a score of 273 miles. The Matheson was third, with 284 miles.

The Stearns gradually caught up with the record, and when the seventh hour score was announced it was only 11 miles behind the record mark of 372 miles. The Matheson was second, with 333 miles, and the Marion was third, ten miles behind the second car. The Houpt-Rockwell only made six miles during the hour and had dropped from second to fourth place. The Cole also had difficulty and only covered 15 miles, while the Midland was still off the track.

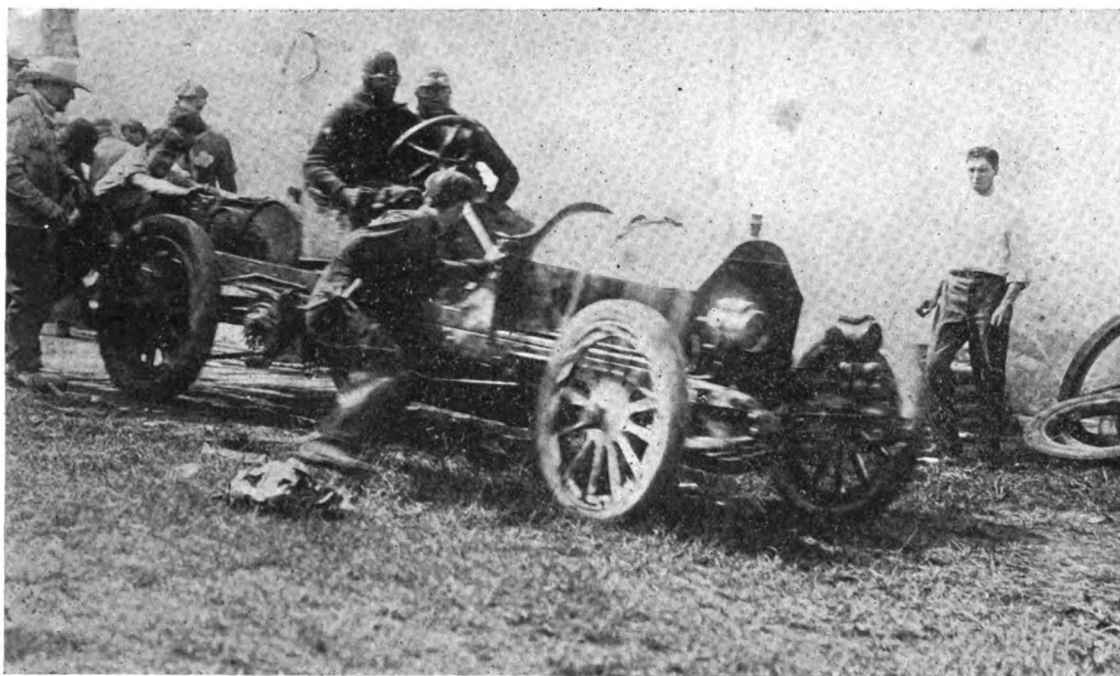
The Houpt-Rockwell was off the track during the entire eighth hour, during which the Stearns made 53 miles and was credited with 414 miles at the end of the period. This was

only eight miles back of the record. During this hour the Midland returned to the track and made 41 miles. The relative positions of the cars remained unchanged, except that the Cole moved into fourth place. On the ninth hour the Stearns was five miles behind the record for the hour, 472 miles, and was 28 miles ahead of the second car, the Matheson. The Houpt-Rockwell returned to the track just before the end of this hour. The relative positions of the cars were the same.

The first and only serious accident of the race occurred early in the tenth hour. As the

shaken up. Both men were said to be in a fit condition to leave within a few days.

The accident resulted in the dropping out of the Marion and the reduction of the field to five cars. The feature of the early morning of Saturday was the fast driving of Poole and Patschke and the sprints between the Matheson, Houpt-Rockwell and the Stearns. The pace set by the Stearns had its effect, for when the eleventh hour score was posted it showed that the leading car, which had a total of 575 miles, was five miles ahead of the record set by the Lozier on October 15-16, 1909. The



THE STEARNS OFF AGAIN AFTER A QUICK CHANGE

Marion car, with Wally Owen at the wheel and Thomas Williams acting as mecanicien, was entering the turn into the homestretch on its 425th mile, for some unknown reason the car skidded off the track and crashed through the inside fence. The car turned over and Owen and Williams were thrown through the air for several hundred yards. Both men were picked up in an unconscious condition and rushed to the Coney Island Reception Hospital after being patched up at the hospital at the track. At first it was thought that the men were badly injured, but several hours after reaching the Coney Island hospital they were reported as being only badly bruised and

Matheson was second at the end of this hour, with a score of 540 miles; the Cole third, with 423 miles; Houpt-Rockwell fourth, with 383 miles, and the Midland fifth, with 323 miles.

From the eleventh hour on the Stearns continued to increase its lead over the hourly records. With the exception of those for the sixteenth and seventeenth hours, all the records surpassed by the Stearns were held by the Lozier. Those of the sixteenth and seventeenth hours were made by a Simplex.

At the end of the twelfth hour the Stearns score was 626 miles, two miles ahead of the record. The following are the Stearns' score for the various hours after the twelfth, with

the miles ahead of the record: thirteenth, 664 miles, 15 miles; fourteenth, 712 miles, 21 miles; fifteenth, 763 miles, 22 miles; sixteenth, 810 miles, 28 miles; seventeenth, 889 miles, 33 miles; eighteenth, 941 miles, 37 miles; nineteenth, 993 miles, 42 miles; twentieth, 1,048 miles, 47 miles; twenty-first, 1,101 miles, 51 miles; twenty-second, 1,148 miles, 56 miles; twenty-third, 1,200 miles, 55 miles; twenty-fourth, 1,253 miles, 57 miles.

One of the most interesting features of the latter part of the race was the struggle between the Houpt-Rockwell and the little Cole for third place. About 11 o'clock Saturday morning the Cole went through the fence on the lower turn. The accident was caused by a break in the rear axle, and neither Endicott, the driver, or his mecanicien was injured. After a delay of an hour and forty minutes, the car returned to the race still in third place.

Stanley Martin sent the Houpt-Rockwell in stern pursuit of the Cole and on the sixteenth hour he was 44 miles behind. The accident to the Cole early in the seventh hour gave him his opportunity and when the score for that hour was posted, he had reduced the Cole's lead to 25 miles. On the following hour, when the Cole was still off the track, the Houpt Rockwell moved into third place with 719 miles to its credit, 25 miles more than the score for the Cole.

About 6.10 in the afternoon Martin and Endicott and Edmunds almost had their op-

portunity when the Houpt-Rockwell crashed through the fence on the back stretch, and was off the track for an hour and seven minutes while repairs were being made. Hartman was driving when the accident occurred, but the car remained in an upright position and neither he or his mecanicien were hurt.

After its long absence from the race in the early stages, the Midland returned in last place and although practically out of it as far as prizes were concerned Anderson and Taylor sent their car around the track at a pace that brought forth outbursts of applause from the crowd. As the car was speeding along the backstretch about 3.45 P. M. the crank shaft broke and when the car was brought into the paddock it was announced that it was withdrawn from the contest. Its score was 655 miles when it quit.

Amid the tooting of horns and cheers the Stearns equalled the record of 1,196 miles for 24 hours at 7.25 P. M., more than an hour before the race ended. During the last hour the Stearns, driven by Al Poole, continued at the same pace it maintained throughout the race and completed 53 miles. There was a great demonstration when Starter Wagner flashed his green flag in front of the cars, denoting the last lap. With the prospect of a much needed rest in view the drivers sent their cars around the track at a neck-breaking speed and with a loud screaming of horns and sirens crossed the line for the last time.

New England Motor Boat Championships

BOSTON, August 20.—The motor boat championship of New England went to Haverhill today when F. C. Beale's Redskin led home a fleet of six class A boats, and later in a match race beat the Newburyport entry, C. E. Clement's Expectation, which won the first leg three weeks ago at Winthrop. Both events were closely contested. The Expectation had a handicap of 10 minutes 11 seconds. The course totaled 11¾ miles and was run three times over a triangle on the Charles River basin. But five seconds, or less than three lengths, separated the two boats at the finish.

In class A there were nine entries. It was for boats capable of more than sixteen miles an hour. Six of the nine finished in this order: Redskin, Exception, Kennebec Boy, Naughty Girl, H. Y. C. O. U. Class B, for

boats of 12 to 16 miles, had four entries. Two finished, Chum leading Mab. Class C, for cabin cruisers more than 28 feet, had eight starters, six of them finishing in this order: Mascot, Fidget, What Say II., Bert, Queoch II., Johareth. The first three were penalized for exceeding the speed limit. There were seven entries in Class D, for cabin cruisers under 28 feet, and six finished as follows: E. M., Bazoo, Battler, Emmy Lou, Selma, Doris G. The E. M. was penalized for exceeding the speed limit. Eleven boats started in Class E, for open boats of 8 to 12 miles speed, and seven completed the race this way: Jewel, G. P., Knoxie, Vernon R., M. P. W., Vera, Jarrez, the latter being penalized for over-speeding. Class F had the largest number with 15 starters. The Avia won.

Good Roads Delight Munsey Tourists

Good roads through a delightful country, pleasant traveling companions, a total absence of any bickerings or quarreling, and comfortable sleeping quarters at the night controls are making the Munsey Historic tour, under the auspices of the Munsey newspapers, one of the successes of the present automobile season. Everything has been harmonious and the contestants are enjoying the scenery of the country through which their route takes

Waterloo of two of the competing cars. The cars penalized and the points charged against them up to August 18, were as follows: No. 18, Great Western, 2 points; No. 21, Ohio, 34; No. 31, Kline Kar, 1; Warren-Detroit, 4; No. 13, Brush, 3; Inter-State, 49.

After leaving Boston the route lay for miles in plain view of the ocean and the cars were sent over the perfect boulevards of the Old North Shore of Massachusetts, the fine ma-



LINED UP FOR LUNCH AT NARRAGANSETT

them. The cars are standing up well under the strain of constant work.

The schedule is so arranged that the tourists find plenty of time to visit the historic places through which they pass. There is a total absence of the grind and rush which has marked other tours and this comes as a most agreeable change.

Before the third day's run of the tour was ended, two more cars were penalized for being late at controls. The night control was in Boston and the cars were given a rousing reception as they entered the streets of the Hub. For the greater part of the distance between New London, Conn., and Boston, the roads were in fine condition and the drivers were able to send their cars along the route at a first-class rate of speed. But one or two poor spots were encountered and these proved the

cadam roads of New Hampshire and the well dragged dirt pikes of Maine with an average speed that spoke wonders for the mechanism of the cars and the skill of the drivers. Portland, Me., where the night control for August 19 was located, was reached on schedule time and the tourists spent the evening in doing the city. They were given an ovation as their cars entered the city and the motorists of that city did all in their power to give the visitors a good time.

On August 20, the cars toured through Crawford's Notch, in the White Mountains, passed through Bretton Woods and the beautiful mountain district of Maine and New Hampshire. The day was an ideal one and the tourists reached Bethlehem, N. H., in good season and shape. Sunday was spent in the quiet New Hampshire town and early Monday



PILOT CAR ATTRACTING ATTENTION AT BOSTON

morning the run to Burlington, Vt., was started.

This was the seventh day of the run and the route took the tourists through the famous Green Mountain region of Vermont, ending at Burlington for the night control. Several accidents marred the day's run, one of the cars being sent into a ditch to avoid running into a farmer who wanted the whole road and part of the ditch, too. When the examiners and referees had checked up on the night of the 22, they found that the perfect score cars were not as plentiful as they were while in Maine, only 17 retaining clean sheets.

But a big surprise was sprung on the tourists at Burlington. They found that Lake Champlain offered an obstacle in the way of further progress, and 15 of the cars and 40 of the tourists were compelled to cross the lake on the night of the 22nd, and sleep in Plattsburg, N. Y., because the ferry facilities of Burlington were so meagre that had the crossing been delayed until morning, half of the day would have been gone before the start for Saratoga could have been made.

When the cars arrived at Saratoga, N. Y., on the night of August 23, there were but 25 of the original 28 in the party. The Elmore had been disqualified and the Maxwell, No. 26, and the Glide withdrawn. The withdrawals were made because of difficulties the drivers

had encountered in making repairs on the road. Sixteen of the cars had perfect scores at the end of the ninth day's run.

Describing in an extremely interesting manner the route to be followed by the 1910 Munsey Historic tour, a lavishly illustrated, well printed and really artistic souvenir has been issued by the Munsey newspapers, under whose auspices the reliability run is being held. In place of telling the reader to take the "road past the red school house, turn to the right one-eighth mile, to stone bridge, etc.," the souvenir says absolutely nothing about the roads, but confines itself to brief sketches of the historical spots through which the motorists will pass. And some of these compel the reader, who picks the booklet up for a casual glance, to read it through more carefully.

The first "sociability run" will be held in Detroit, Mich., tomorrow, August 28. Albert R. Smith has donated a handsome silver loving cup as a trophy. The course of 108.7 miles takes in Wayne, Plymouth, Pontiac, Utica and Mt. Clemens. Mr. Smith went over the route and the time is sealed and in the safe at the *Detroit Free Press*, which is giving the run. The person who comes nearest making the same time as Mr. Smith did will be given the cup.

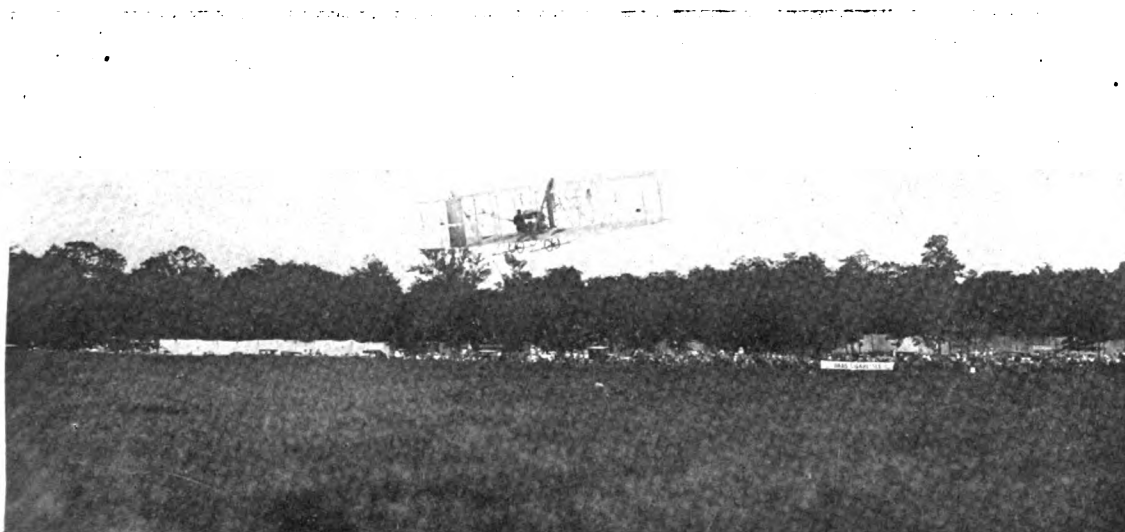
Asbury's Aviation Meet Financially Successful

Although no records were broken by the aeronauts taking part in the aviation meeting at Asbury Park, N. J., the attendance each day has set a new mark and the promoters have realized a neat profit on their investments. This is all the more remarkable when it is considered that throughout England and Europe all the meets have been financially unsuccessful.

Johnstone, Hoxsey and Brookins went after the altitude several times, but the intense cold encountered in the upper air lanes, mechanical

The front control was splintered and two-thirds of the lower plane became a tangle of broken wood and torn canvas.

But he had made a number of previous flights and these had pleased the 10,000 or more spectators in the grandstand and on the field. In addition Archibald Hoxsey went after the altitude record, but the wind currents were playing such tricks in the upper air that he was compelled to descend after he had reached the height of 1,640 feet. Several times while he was sailing around at that altitude the wind



HOXSEY STARTING AFTER ALTITUDE RECORD

troubles and a lack of gasolene kept them from equalling the mark set by Drexel at Lanark, Scotland. No speed contests took place and there was no attempt to make any new mark for long distance flights, the aviators contenting themselves with making ascents and then cutting figure eights, circles and the other "stunts" they are familiar with for the entertainment of the vast throngs which have daily flocked to the field at Interlaken.

On August 18, the third accident of the meet happened, but unlike the other two, it had no serious result. Ralph Johnstone, in making a descent, was swayed by the wind, and his biplane was swept into an automobile, and then dashed against the high board fence surrounding the aviation field. Johnstone escaped all injury, not receiving even a scratch or bruise, but the machine was wrecked beyond repair.

came in gusts and tipped his machine perilously.

Young Brookins also made an ascent, the first he has made since his accident of more than two weeks ago. He seemed pleased to mount into the air again and said that his mishap had in no way affected his desire to fly.

On the night of August 19, Hoxsey and Johnstone sprang a surprise on those who have been following the flying during the meet. Between 10 and 10.30 they wheeled out their machines and soared aloft in the moonlight. The weather conditions were ideal, and for more than an hour the two aviators circled around. Both men did their full repertoire of tricks, and as soon as it was noised around the resort that they were in the air, a large crowd gathered to watch them.

On the afternoon of the 19th Hoxsey went

up after the altitude record, but owing to improper clothing he was forced to descend without establishing any new figures. He said that after he had reached an altitude of 4,200 feet, he cut into a wind current which held him and his machine powerless for a few seconds. Then this passed and the air grew as chill as it is in winter. Hoxsey said that his hands grew numb and he was afraid he would be unable to manipulate the levers if he went any higher. He was clad in a light summer suit and this made him feel the cold more readily.

Johnstone made a short flight around the circuit in the new Wright machine, carrying Coffyn with him as a passenger. This flight was not sensational in any manner and was meant merely to show the vast crowd in the grand stand what a Wright machine was capable of in the passenger carrying line.

For reckless daring and sensational performances, Ralph Johnston on August 20, outdid all competitors. He ascended to a height of 2,448 feet in an attempt to lower the altitude record and then finding that the cold was too intense for him, he started downward. He kept his motor going until he was within a thousand feet of the earth when he shut off his motive power and with his propeller still, he glided the entire distance to the ground. He made a long straight glide and to the watching thousands it seemed as if he was going to certain death.

The barograph shows that this downward slant was never checked, for the line in the instrument is simply to zero. He was rushing through the air at what appeared to be a fearfully dangerous rate, but he "picked up the air," as the aviators say, at less than five feet from the grass, soared upward over an imaginary hurdle, and with his momentum wholly checked dropped lightly to the ground.

Another incident of the day was the flight of Walter Brookins and Frank Coffyn in the Wright Company's new machine from the aviation field to Deal. The distance covered was only a mile and half, but it marked an epoch for the Wright people as it was the first time that one of their aeroplanes had made a take off without the use of a monorail.

On August 22, Queen Titania X., who will rule the coming carnival, appeared on the grounds with her royal retinue. She was given an ovation and graciously posed for her

photograph sitting in the various aeroplanes. Several ascents were made and the usual performances of the aviators were gone through with.

Walter Brookins, on August 23, set a new mark for the quick turn. While traveling at the rate of 50 miles an hour and some 200 feet in the air, he wheeled his biplane and after a lapse of five and a half seconds he was sailing in the opposite direction on an even keel.

This officially closed the meet, but the aviators continued on the grounds for the rest of the week, giving exhibitions daily.

Big Cash Prizes for Syracuse Meet

More than \$1,000 in cash and two trophies will be awarded to the winners of the various events at the fourth annual race meet of the New York State Fair Association at the State Fair grounds in Syracuse on September 17. The meet will be under the joint auspices of the Automobile Club of Syracuse and the Syracuse Automobile Dealers' Association. C. Arthur Benjamin, president of the latter association, visited New York last week and secured many entries for the nine races that comprise the program. The feature event will be a 25 mile race open to any gasoline stock chassis of less than 450 cubic inches piston displacement.

Suggests Commandeering Automobiles

An army automobile service is the latest proposal by Major-General Frederick D. Grant. In his annual report to the Department of Lakes, issued on August 22, General Grant suggests a national law authorizing the Federal Government to commandeer for the transportation of troops in times of war all private automobiles holding four or more persons.

With the improvement of roads and the perfection of automobile locomotion, the General foresees the time when troops will be transported long distances almost exclusively in motor cars and his suggested method of requisition with reimbursement of owners would provide the army with sufficient transportation on short notice.

The General also advises the construction of automobile trucks for the transportation of supplies in field. He says use of these trucks would save both time and money.

Mars Takes His Wife Flying

Ideal weather marked the first two days of the aviation meet at Sheepshead Bay, Long Island, N. Y., but on Sunday, August 21, the wind was so strong that only seven short flights were made. These were so low that Glenn H. Curtiss, the prime mover in the meet

the course five times and were loudly cheered. Mrs. Curtiss also made a trip with her husband. Several army officers were taken up and one of them tried using a repeating rifle while in the air. He fired at a fixed target, 4 by 6 feet, and missed it by six inches. That



"BUD" MARS AND HIS WIFE FINISHING THEIR FLIGHT

and the one most heavily involved financially, issued wind checks to the 7,000 spectators. These checks will be accepted tomorrow, August 28.

The meet was remarkable for a number of things although no records were broken. The aerial parade was introduced for the first time in this country and five aeroplanes were seen following each other over the course. Then the aviators took delight in carrying passengers and many were given rides in the aeroplanes.

Mr. and Mrs. J. C. Mars made the circuit of

is, one shot missed it by that margin, the others could not be traced.

Four machines in the air at once, each at an altitude of about 300 feet and about that distance apart, was the sight that greeted the 5,000 or more persons on the opening day of the meet. Curtiss, Mars, Ely and McCurdy started to race around the course, but Curtiss passed all the others with ease and as the discrepancy between the machines was too marked to make a race worth while, the operators gave up all idea of a speed contest and contented themselves with an aerial parade.

This is the first time in the history of aviation in America that such a thing has been attempted.

All the events on the program were carried out in accordance with the printed schedule and then the aviators amused themselves and the crowd by carrying an adventurous group of newspapermen, one at a time, up and down the course. The wives of the fliers were also taken up for short flights.

Saturday's exhibition was largely a repetition of Friday's flights. No attempts at breaking records were made and the operators contented themselves with giving the 10,000 spectators such thrills as could be obtained by taking glides, cutting circles and figure eights in the air lanes overhead. Willard made a four-mile flight outside the grounds and at one time was directly over the ocean.

Westerners Fighting the A. A. A.

Convinced that the West, and particularly the Pacific Coast, will never derive any benefit from either the A. A. A. or the A. C. A., Frank M. Fretwell has issued a call for a meeting to be held in Seattle, Wash., on Sunday, September 4, to discuss plans for the formation of a Western Automobile Association. The plan embraces every club in Washington, Oregon, California and British Columbia, and all will be asked to send from two to five delegates to the meeting.

The project is one which has been discussed for a considerable length of time, but until now no one has taken the initiative and attempted to perfect an organization. The delegates attending the meeting will be asked to bring with them a certified statement of the membership of the club they represent, as it is figured the voting will probably be on a basis of club membership. Any other method would probably not be satisfactory to the larger clubs as it would give the smaller organizations as much say as those with a large membership.

Starting Work on New Club House

Plans have been accepted for the \$15,000 club house, which will be built by the Milwaukee Automobile Club, and the work will be started at once. The building, which will be built on the club's land at the intersection of the Blue Mound road and Cottrell Avenue, Milwaukee, Wis., promises to be one of the

most pretentious motor club houses in the Middle West. It has been designed with a view to the accommodation and convenience of motorists exclusively.

The structure will be two stories high, of frame and plaster construction, with ground dimensions of 60 by 125 feet. On the first floor there will be a large reception hall with brick fireplace at one end and an alcove with seats on either side. A reception hall, lounging room and library, a billiard room, buffet, main and side dining rooms, shower baths and lavatories are some of its main features.

A large hall for club meetings and banquets occupies most of the space on the second floor. A ladies' parlor is also on the second floor as well as living quarters for the servants. In the basement is a steam heating plant, a complete laundry and wine cellar.

Wants Roads Standardized

WILMINGTON, Del., August 23.—In view of the fact that road-building is being conducted on a large scale in New Castle County, the Delaware Automobile Association has taken up with the Levy Court, which builds the roads and cares for them, the matter of having the court establish a standard, following a series of experiments. At the last meeting of the court J. Danforth Bush, president of the association, and Joseph Bancroft, a member of the Executive Committee, made addresses in regard to the matter. Mr. Bush had obtained from an official of the highway department at Washington a personal opinion relative to specifications for some proposed new roads, which were then pending before the body. The opinion contained some criticism. It was read to the court and received respectful attention, but because bids, based on the specifications, had been received the contracts were awarded. It is likely, however, that the visit of the automobile association's representatives will bear fruit and that the county will adopt a standard for road building that is best suited to this locality.

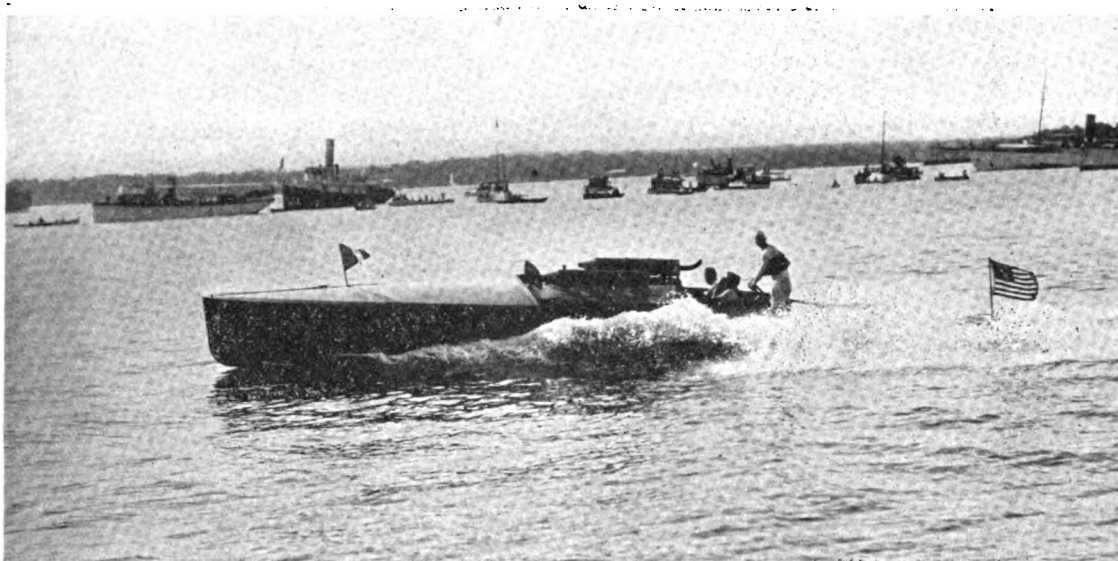
The county is now in the middle of a large project for permanent road construction, which involves the expenditure of about \$500,000, and it is hoped by many persons that a standard will be adopted before all of the money is used up. Some of the roads recently built show signs of wear and may have to be rebuilt in the near future.

Harmsworth Cup Stays in America

The Dixie II. again showed its speed and reliability on August 20, when it won the motor boat race for the British International, or Harmsworth Trophy, over a 30-nautical-mile course off Larchmont, N. Y., in 59 minutes 44 seconds elapsed time. The victory of the American boat, which was piloted by its owner Frederick K. Burnham, vice-commodore of the Motor Boat Club of America, was for a large part due to luck, for one of the British challenging boats, the Pioneer, owned by the Duke of Westminster and steered by

F. K. Burnham; Nameless, owned by August Heckscher and H. H. Melville, and Restless, owned by T. J. Chesbrough. The Restless did not start. She had some engine trouble and the Nameless went up to the first turning point and then she was run among some lobster buoys, which tore off her rudder and split her hull.

Two British boats started. These were the Duke of Westminster's Pioneer, and Daniel Hanabury's Zigarello. The Maple Leaf, owned by E. Mackay Edgar, had strained so



THE DIXIE CROSSING THE STARTING LINE AT HIGH SPEED

Captain Noel E. Robins, after showing she was capable of developing speed that would have left the Dixie II. far astern, met with an accident that snatched away a remarkable winning.

The race, as a whole, was not as exciting as previous contests for the coveted trophy. The many promised American defenders failed to materialize and the one that did start in addition to the Dixie II. was so far behind that it was not considered. The race was under the auspices of the motor boat branch of the Automobile Club of America.

For a whole week the committee having charge of the race had been trying to select three boats to represent this country and shortly before the time set for the start the trio were announced as Dixie II., owned by

badly that she was not in condition for a race.

Several hundred craft of all kinds were gathered along the course and formed a lane through which the racing boats traveled. The weather was ideal for a race and the thousands who had journeyed to the course waited expectantly for the start. Several revenue cutters patrolled the course and saw to it that the racers had an open way. The water was unusually placid and all conditions were favorable to a fast race. The starting time was set for 2.30 P. M., but although a storm of protest was aroused the committee postponed the "get-away" for an hour.

Shortly before the time originally set for the start the boats made trial spins on the course. At the approach of starting time the Dixie, Zigarella and the Pioneer, which had

a line from the committee boat, cast off and began to move about. The warning gun sounded at 3.25 and the three boats went west of the line. There were five minutes between the two guns and during that interval the Nameless prepared to start. As the minutes lapsed the racers neared the line and then a boom from the gun gave the signal to go.

Throwing the spray wide out from each side the Zigarella was the first to go across the line. She was 10 seconds after the gun. The Dixie was three seconds later, and then came the Pioneer, one second astern of the Dixie. The Nameless had some difficulty getting the numerous engines in her working and was 29 seconds late.

The start of the Pioneer was sensational. She crossed the line with a tremendous rush and almost immediately shot past the Dixie as if the American representative was standing still. All that could be seen of the four racers was the trail of smoke they left behind at the starting line. Pioneer left the others very fast and at the first mark, 21-16 miles away, she led by nearly three minutes. Dixie was second and Zigarella third. The Pioneer turned and headed eastward with the Dixie in full pursuit, but hopelessly outdistanced.

While hundreds of eyes were watching her performance the Pioneer was seen to stop suddenly. The great volume of spray a moment before seen off her port and starboard sides was noticed to fall flat, and the boat was barely drifting. The mishap befell the Pioneer when she turned the mark and headed for home. When off the Scotch Capes the engine sucked some weeds into her pump and the engine overheated and took fire at the carbureter. The crew worked desperately, but for 20 minutes the boat was compelled to lay to.

In the meantime the Dixie kept going and she turned the home stake at 3:49:50. She had made the 10 miles in 19 minutes 50 seconds. The Zigarella had some trouble on this round, but when she finally got started she seemed to be gaining on the Dixie. The Nameless had broken down before the western turns had been made on the first round. Zigarella had more trouble at the first turn on the second round and withdrew. Her feed pipes were clogged through dirty gasoline. The race was then between the Dixie and the Pioneer.

The Dixie made the best of the Pioneer's accident and increased her lead as much as possible. While the Dixie was covering the second round, the Pioneer's engineer got her motor running and with the former far in the lead began a stern chase at 4.02 o'clock. The Dixie made the second lap in 20 minutes two seconds and the Pioneer took 17 minutes 31 seconds, which was the record for the course.



F. K. BURNHAM AFTER HIS VICTORY

On the third and last lap the Dixie consumed 19 minutes 52 seconds as compared with 20 minutes 22 seconds for the Pioneer. The Dixie's elapsed time was 56 minutes 44 seconds, and the Pioneer 1 hour 13 minutes 21 seconds, a difference of 13 minutes 37 seconds in favor of the winner.

After the race there was a meeting of the international committee. It was suggested that as the British yachtsmen had come so far for a race it was too bad that it should be decided in one contest. The members of the

committee were in favor of making the race the best two out of three, and this and some other changes which were agreed on will be submitted to Lord Northcliffe for his approval.

The Pioneer is 39 feet $11\frac{3}{4}$ inches over all and 7 feet beam. She is fitted with a single screw and a 12-cylinder motor of 400 horse power, with reversing gear attachment. The engine was built by the Wolseley-Siddeley Motor Company, of England. The hull was designed and constructed by Saunders, of Cowes, and is planked with three skins of wood fastened with copper wire. The bore is $7\frac{1}{4}$ inches and stroke $7\frac{1}{2}$ inches. She is a hydroplane and the engine was taken out of the Ursula, also owned by the Duke of Westminster, and installed in the Pioneer a short time before she was shipped to New York.

An eight cylinder engine of 110 horse power is installed in the Zigarella, which is a sister boat to the Miranda IV., which was originally reported as having been selected by the Duke of Westminster to compete in this year's race. The Zigarella measures 26 feet over all, with a beam of 6 feet, and was the smallest boat in the contest. The cylinders are cast in pairs, four aside in V fashion, 4 inches bore by 7 inches stroke, and with valve $2\frac{1}{4}$ inches diameter. The inlet valves are overhead, while the exhaust valves are at the bottom of the valve pockets. She is also a hydroplane.

Of the American boats, the Dixie II., which is 39 feet over all has a beam of 5 feet 3 inches, and her eight-cylinder Crane motor develops 240 horse power. She was designed by Mr. Clinton Crane, of New York, who also supervised her construction.

The Restless is an Aitken & Wheeler boat. She has two eight-cylinder motors of 400 horse power and twin screw.

Following is the summary, giving the yacht and owner, the time of finish and elapsed time, the start having been made at 3:30:

Dixie, F. K. Burnham, finish, 4:29:44; elapsed time, 59 minutes 44 seconds.

Pioneer, Duke of Westminster, finish, 4:43:21; elapsed time, 1 hour 13 minutes 21 seconds.

Zigarella, D. Hanbury, disabled.

Nameless, Heckscher & Melville, disabled.

The course was as follows: Starting point, breakwater at Larchmont. Leaving the race committee's boat on the port hand; thence southwest, quarter west, 2 1-10 miles to the

first stake boat anchored off Huckleberry Island and showing a blue and white ball, leaving it on the port hand; thence south by east, quarter mile to the second stake boat, showing a yellow ball, leaving it on the port hand; thence east southeast, quarter east, quarter mile to the third stake boat, showing a blue and white ball, leaving it on the port hand; thence northeast by east, half east, $4\frac{9}{32}$ miles to the fourth stake boat, showing a blue and white ball, leaving it on the port hand; thence north by east, half east, quarter mile to the fifth stake boat, showing a yellow ball, leaving it on the port hand; thence northwest, quarter north, quarter mile to racing buoy A (perpendicular stripe), leaving it on the port side; thence west by south, half south, $2\frac{21}{32}$ miles to the starting line, leaving the race committee's boat on the port hand and the marked boat with the red ball on the starboard hand; thence over and around the same course a second time; thence around a third time, to finish, leaving the race committee's boat on the port hand and the marked boat with the red ball on the starboard hand. Total distance, 30 nautical miles.

Progress in Good Road Making

A report just issued by W. O. Hotchkiss, chief of the highway division of the Wisconsin contemplating general road and bridge excellent work has been accomplished by the survey in the last three years. Since July, 1907, when the survey first offered free advice and instructions to townships of Wisconsin contemplating general road and bridge improvement, more than \$140,000 has been expended for road construction alone under the direction of the Survey.

The work of the first year, from July 1, 1907, to July 1, 1908, was largely educational in nature. A force was originated and the work was made known to the people by means of speeches, literature and demonstrations.

During the two-year period, ending July 1, 1910, the work accomplished by the four engineering experts employed by the highway division is as follows: \$140,000 worth of road construction done under the division's plans and auspices; 90 road surveys, totalling 65 miles in length, made in 26 counties; 114 road inspections made in 32 counties; 257 public speeches made in 63 counties; 277 bridge inspections made in 64 counties; 30 bridges and culverts, costing \$175,000.

Trophy Awards in Brooklyn Run

A. R. Pardington, who officiated as referee in the recent two-day reliability contest conducted by the Brooklyn Motor Vehicle Dealers' Association, has finished his arduous task of verifying the records of the officials and makes announcement of the winners of the eight handsome trophies contested for in the two sections of the contest. None but the officials and Mr. Pardington know of the great amount of work necessary to find the consistent running time of each car. The running time between each known and the many secret controls had to be figured out very carefully. Penalizations were imposed for lateness and for early arrival at controls. Two points per minute was the penalty imposed for cars arriving ahead of time at each control, and one point for each minute was the penalty for lateness. With few exceptions the contestants adhered to their running schedule and the total penalties were small.

The awards in the contest section are as follows:

Martin-Evans Trophy, competed for in division 1A, open for cars that sell for \$800 and under, won by No. 14, Hupmobile, driven by D. M. Bellman.

Brooklyn *Daily Times* trophy, competed for in division 2A, open for cars that sell for \$801 to \$1,200, won by No. 4, Hudson, driven by W. H. A. Bruns.

Standard Union trophy, competed for in division 3A, open for cars that sell for \$1,201 to \$1,600, won by No. 26, Crawford, driven by W. J. Houldcroft.

The Julius Bindrim prize, offered as a second trophy in division 3A, was won by No. 8, Maxwell, driven by E. T. Bloxam, who made the next best time in this division.

The Kingsley Swan trophy, competed for in divisions 4A, 5A, 6A and 7A, open for touring cars that sell for \$1,601 and over, won by No. 21, Columbia, driven by G. M. Wagner.

The Brooklyn Life trophy, competed for in divisions 4A, 5A, 6A and 7A, open for runabouts that sell for \$1,601 and over, won by I. C. Kirkham, who drove No. 1, Columbia car.

In the tourist section the best consistent running time was made by the Ford, No. 50, to which is awarded the Brooklyn *Daily Eagle* trophy. The next best running time was made

by No. 52, Cadillac, driven by H. G. Woodworth, who wins the Long Island Automobile Club trophy.

Mr. Pardington highly commended the consistent running of the following cars: No. 2, Haynes; No. 3, Locomobile; No. 12, Auburn; No. 16, S. G. V.; No. 19, Speedwell; No. 22, Chalmers; No. 24, Haynes; No. 27, Herreshoff; No. 5, Ford, and No. 9, Ford. The above named cars had very small penalties.

The most important factor of the Brooklyn contest was not the consistent running, but perfect road work and the cars that finished the contest without any mechanical trouble shall each receive a certificate of merit. The consistent running idea was inaugurated to evolve a winner among the cars that finished the run with perfect scores. The following cars had perfect scores: No. 1, Columbia; No. 2, Haynes; No. 3, Locomobile; No. 4, Hudson; No. 6, Inter-State; No. 7, Stevens-Duryea; No. 8, Maxwell; No. 11, Winton; No. 12, Auburn; No. 16, S. G. V.; No. 17, E-M-F.; No. 18, Kline; No. 19, Speedwell; No. 21, Columbia; No. 22, Chalmers; No. 23, Midland; No. 24, Haynes; No. 25, Maxwell; No. 26, Crawford; No. 30, Pullman.

New Motor Clubs Formed

The meeting of the directors of the Massachusetts State Automobile Association was held at the Watatic Club, Ashburnham, August 20. The directors were the guests of President Converse. It was one of the best attended meetings the State association has ever held. Those present were A. D. Converse, president; J. P. Coghlin, vice-president; J. Fortescue, secretary-treasurer, and the following directors: A. L. Lerche, A. E. Bliss, D. F. Gay, W. H. Thibodeau, H. S. Hubbell and W. H. Chase. The secretary reported that he had formed clubs at Gardner and Athol and they were admitted into affiliation with the State association. Other clubs are being started throughout Massachusetts. The State association now numbers more than 4,200 members.

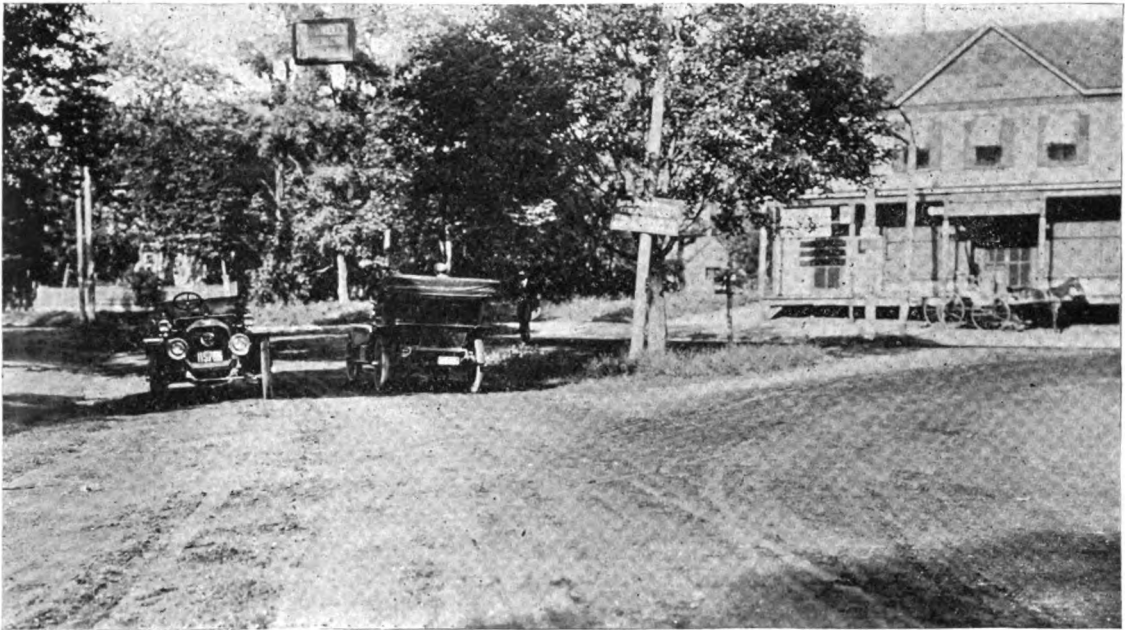
One of the principal subjects that came up for discussion was the coming legislation, including particularly the introduction of the light bill, which was killed in the third reading of the last session of the Legislature

Tour and Hill Climb in Picturesque Catskills

Since the Glidden tourists traversed French Canada and drove down through Maine in 1906, and found everywhere along the route the countryside alive with the populace from miles around to welcome them, there has been no tour or contest with so much invitation for motorists to join, just for the sport of it, if for no reason than the Catskill reliability con-

by some other route. For the most part the roads are good and sufficiently severe to prove the "back-bone" of a car.

The Motor Contest Association, under whose auspices the contest will be held, has issued entry blanks and judging from the way entries are coming in the affair will have a good field of contestants.



A FORK IN THE ROAD TO THE CATSKILLS

test and hill-climb which will occur September 10 to 12 inclusive. The pathfinders, who laid out the course, were accorded a hearty reception all along the route and if that is to be taken as a criterion, the tourists in the contests will be greeted in a manner no other contest can boast of.

The affair being of a combination nature will afford the cars a thorough road as well as a hill-climbing test. The route selected is picturesque from start to finish and is charmingly decked with magnificent rural landscapes with frequent spots of more than ordinary interest. The roads, however, are not of the "billiard table" variety all the way, as several bad hills and rough stretches dot the course. One hill, in particular, will be difficult to ascend and this is Crow Nest Mountain. Motorists dodge the hill as much as possible and go from West Point, which only five miles away,

The contest will start from New York on Saturday morning, September 10, at 7:30 o'clock, but the cars will not check out until assembled in line at Edgewater, N. J. The tourists will rest on Sunday in the Catskills and on Monday the hill-climb will take place. The Kaaterskill Clove Mountain, which will be the scene of the climb, has been specially prepared for the event under the supervision of an expert road builder and every detail has been carefully considered to insure safety to contestants and spectators.

A fine program has been arranged for the hill-climb. The classification will be by price and piston displacement in cubic inches, which is in accordance with the schedule of the rules of the Contest Board of the American Automobile Association. The events are as follows:

No. 1—Gasoline stock cars, \$800 or under.

- No. 2—Gasoline stock cars, \$801 to \$1,200.
- No. 3—Gasolene stock cars, \$1,201 to \$1,600.
- No. 4—Gasolene stock cars, \$1,601 to \$2,000.
- No. 5—Gasolene stock cars, \$2,001 to \$3,000.
- No. 6—Gasolene stock cars, \$3,001 to \$4,000.
- No. 7—Gasolene stock cars, \$4,000 and over.
- No. 8—Open to amateurs. Limited to cars owned by residents of Catskill and a radius of fifteen miles from Kaaterskill Clove Mountain. Handicap according to price.
- No. 9—Gasolene stock chassis between 161 to 300 cubic inches piston displacement.
- No. 10—Gasolene stock chassis between 301 to 450 cubic inches piston displacement.
- No. 11—Gasolene stock chassis between 451 to 500 cubic inches piston displacement.



PICTURESQUE TRAIL THROUGH WOODS

A car to be eligible for competition in the hill-climb must be a contestant in the tour except for one event which is open to residents of Catskill and vicinity. The start in all events in the climb will be from a rolling position. The Warner electric timing device will be used in recording the time of cars.

Entries close September 7, at noon, with E. L. Ferguson.

Club Builds Good Road

Pick and Shovel Day, an event where every member of the Lancaster (Pa.) Automobile Club was expected to turn out with pick and shovel to improve the worst stretch of road between that city and Philadelphia, was observed on August 16, when about 150 men were at work on the road. Their accomplishment has never been equalled by another club in the United States. Drain pipe had previously been purchased and these were installed by the automobile workmen. Martin Rudy, chairman of the Good Roads Committee of the Club, had charge, and among those who turned out to labor under him were professional and business men, road officials and residents of the neighborhood.

A defeated road supervisor candidate was among those who swung pick or wielded shovel, having joined as a volunteer to learn practical road-making. The supervisors of the township through which the road passes were furnished with an automobile to inspect the progress of the work.

Success crowned the efforts of the Club, and even more than was anticipated was accomplished. All the dangerous and unnecessary water breakers in a three-mile section of road were eliminated, and underground drains established where necessary. In addition to removing the breakers, the Club sought to make improvements of a permanent nature to the road. The supervisors were in hearty concurrence with everything done, and so forcefully were they impressed with the thorough manner in which the automobilists worked for the improvement of the road extending through their township that they have decided to make still further improvement to the road.

With the improvement, by local supervisors, of the four-mile section of road between Elizabethtown and the Dauphin County line the road between Philadelphia and Harrisburg is now in good condition through Lancaster County.

Le Blanc, Aubrun and Le Gagneaux were guests of honor at a dinner given in Paris, France, on August 19, and were formally presented with the gold medals they had won by their cross country flight of 485 miles for the \$20,000 prize offered by the *Paris Matin*. They were also asked to sign their names in the famous "Golden Book" of Paris.

Transcontinental Record Broken

A new trans-continental record was established on August 18, when L. L. Whitman and E. R. Hammond, driving a Reo "4-30," arrived in San Francisco, Cal., 10 days 15 hours and 13 minutes after leaving New York. The tourists left New York one minute after midnight on Monday, August 8, with a fixed schedule of 11 days for the journey from coast to coast.

den and Sacramento. Heavy rains and muddy roads seriously interfered with his progress between South Bend and Cedar Rapids, but he and his crew forged steadily on towards the much coveted eleven-day goal, regardless of the heavy rains, mud and dangerous skidding which were encountered principally in their night driving. After leaving the mixed prairie



TWO RECORD BREAKERS—REO AND IOWA WHEAT CROP

Mr. Whitman, who held the previous record of 15 days 2 hours and 12 minutes, made by a Franklin car, traveling from San Francisco to New York in 1906, was positive that with his little Reo he could surpass the old record for the 3,550 miles. The run was a night and day affair, Whitman and Hammond alternating at the wheel, and at times the car was driven over roads in treacherous condition.

Whitman left New York 12.01 A. M., Monday, August 8, and the route led via Albany, Utica, Geneva, Buffalo, Erie, Cleveland, Bryan, South Bend, Aurora, Cedar Rapids, Council Bluffs, North Platte, Cheyenne, Og-

roads of Nebraska and Wyoming, in the middle of which the tall grass prevented rapid progress for many miles, new obstacles were encountered in the deep sands and primitive roads west of Ogden, via Battle Mountain, Nevada and Reno.

Whitman was alternated at the wheel by E. I. Hammond, while Percy Haycock, of New York, John Griffith, of Lansing, Mich., and Dave Fassett, of Grand Rapids, Mich., the mechanics, changed about at the various relay points, Fassett having made the double cross-continent world's record trip with Percy F. Megargel in a two-cylinder Reo "20" in

the fall and winter of 1905-6, which record remains unchallenged and unbeaten to the present time.

Whitman's position in the rugged field of transcontinental motoring is an unusually interesting one, he having first braved the Nevada and Utah deserts in 1903 with a single-cylinder, eight hp. runabout, built by R. E. Olds, the builder of the Reo, making his first

transcontinental world's record with that little car in 71 days. In 1906, he again came in the limelight by reducing the world's New York to 'Frisco record to 15 days, two hours and 12 minutes with a six-cylinder \$4,000 car. Singularly enough he should now break his own world's record by four days, 10 hours and 59 minutes in a car built by the same man who built the first victorious car.

Ford Company Files Bond Ordered

No importance is attached to the recent decision of Judge Hough by the officials of the Ford Motor Company, for in a circular letter which they are sending to their agents throughout the world they say that the decision, as rendered, could have been handed down a full year earlier had the Selden interests then been ready to fight the case. The letter states that the situation remains unchanged, and that the bond required by Judge Hough will be filed at once. The letter reads:

"The newspapers make further mention of the Selden patent being 'Held Valid by Decree.'

"There is nothing at all startling in this scarehead announcement. In fact, the Selden people have themselves delayed this matter for nearly a year, as a decree could have been entered last September had the Seldenites been willing and ready.

"From Ford's standpoint, therefore, the situation remains unchanged. We are now required by the judge of the United States Court of New York to file a bond in the sum of \$350,000, 'that an order may be entered suspending an injunction, pending our appeal.

"This appeal will be taken at once, our bond for \$350,000 immediately filed, and any other demands of the court fully satisfied, so that this case will be continued and fought to a finish in the court of last resort.

"Our bond, which is backed by millions of assets, as well as the guarantee of the National Surety Company of New York, should be sufficient evidence of our financial strength and ability to meet any and all claims that can possibly be presented in this Selden controversy.

"This letter is our direct guarantee to dealers, owners and buyers that the Ford Motor Company is fully able—legally, financially and otherwise—to take care of any and all liabilities that may accrue by reason of these Selden patent suits.

"Individual indemnity bonds will be gladly furnished to all Ford car buyers who are at all intimidated regarding the purchase of Model T's.

On August 23, the Ford Motor Company filed a bond of \$350,000 in the United States Circuit Court and this was at once approved by the presiding judge.

More Glidden Tour Arguments

The Glidden tour controversy again came up on August 18, when Judge Putnam, in the Supreme Court, Brooklyn, N. Y., reserved decision on an application to continue an injunction granted recently by Judge Kelly to restrain the delivery of the Glidden Trophy to the Chalmers Motor Company and George W. Dunham. The contention that the trophy shall not be awarded to these claimants is based on the assertion that the American Automobile Association, which declared them the winners of the last Glidden tour, acted without jurisdiction, and that its action was void.

Harold O. Smith, president of the Premier Motor Car Company, is the plaintiff in the action. The trophy, which consists of a large silver piece, valued at \$2,000, the gift of Edward J. Glidden, was awarded the Premier car by A. L. Whiting, the referee, at the close of the tour. The Chalmers Motor Company appealed from the referee's decision on the ground that the Premier entry was not stock equipped, having an extra oil tank and oil pumps. The contest board of the American Automobile Association reversed the referee's decision and awarded the trophy to the Chalmers entry.

PREVENTIVES AND REMEDIES

It is not uncommon for a motor car to start on a tour with the gasoline tank filled with a good grade of gasoline and run most beautifully for the first two days or until a fresh supply of gasoline is taken on at some very small, out-of-town garage or country store. Soon afterward there will be a noticeable loss of power, which will have a most depressing effect upon the driver. This loss, accompanied by much difficulty in starting the motor in the morning, is most annoying to the unsophisticated, because a thorough examination of all feature of the power plant will reveal nothing, for there is nothing wrong with the motor; it is the fuel that is giving the trouble. The gasoline taken on either is stale from long standing or contains water or is otherwise of an exceptionally poor grade. In trouble of this kind, to facilitate starting, drain a half to a cupful of gasoline from the float chamber of the carbureter in the morning before trying to start to eliminate any possible accumulations of water therein; then prime the cylinders with gasoline, or hold a cloth saturated with it over the air intake of the carbureter while the motor is being cranked. The only remedy for the power loss is a slight adjustment of the carbureter until a fresh supply of a better grade can be obtained. The tourist should carry a hydrometer with which to test the gasoline he buys on the road. He should also watch his supply and replenish it in the larger towns or cities in preference to the country stores. Gasoline testing 68 deg. specific gravity is about as good a grade of gasoline as can be obtained anywhere, but one should avoid, if possible, the use of fuel whose specific gravity falls below 59 or 60 deg.

If a valve or the porcelain in a spark plug breaks—fortunately both occurrences are now very rare—care should be taken to ascertain whether any of the pieces have got into the cylinder. If so, they should be removed before attempting to run the motor, as it does not take a piece of steel or a few chips of hard porcelain a very long time to cut a cylinder so that it must be renewed. As a rule, cylinder walls are not of sufficient thickness to permit of re boring.

Preignition is not always a sign of an overheated engine. If the head is badly sooted or there is a small projection covered with soot, this will become incandescent under ordinary running conditions and will preignite the charge. If the engine is actually so overheated as to preignite, its condition will be noticed by the smell of the hot cylinder oil, and can also be instantly told by the feeling of the outside of the jacket, which ordinarily should be cool enough to bear the hand upon:

Automobiles that are upholstered in light-colored leather frequently present an appearance of untidiness which can easily be overcome. To clean and remove stains from light-colored leather, the following mixture may be used with good effect: Boil a pint of milk, let it cool and add one dram of sulphuric acid. Shake well and then add half a dram of oil of lavender, one pint of vinegar and the white of one egg beaten to a froth. Keep in a tightly-corked bottle. Rubbed on leather with a soft cloth, it greatly improves the appearance and removes the stains.

Suspension springs should be inspected from time to time with the object of discovering possible flaws. This may be done by jacking the frame away from the axles until the leaves begin to separate. The individual leaves then may be "sounded" with a hammer, when any that are cracked or broken can at once be detected. At the same time the opportunity should be taken to lubricate the leaves by inserting between them a thick graphite-grease mixture, and working it well in toward the center.

A handy appliance for the tourist is a large, quick-action oil gun, which can be made from an old bicycle pump by plugging the outlet and drilling and tapping the bottom plate for a nozzle. The bottom plate may be cut down to the diameter of the pump in case there is an extension to be held by the foot when pumping. Such an oil gun is handy in many ways, as for quick filling of lubricators, or of many scattered oil cups. It is also very convenient for sucking out the oil from the gear case when a fresh supply is to be put in, or for filling a gear or crank case.

COMMERCIAL MOTOR VEHICLES

Novel Mail Automobile Test

Beginning August 29 and continuing for one week, the Quaker City Motor Club will conduct the first United States mail automobile efficiency trial. The purpose will be to reduce the time of delivering the early morning mail. Two cars will start each day to cover territory which will be named by the local postal authorities, and the car finishing the delivery in the shortest time will be declared the winner. The prize is a handsome silver trophy.

Following is a list of the entries, with their entrants and drivers and the dates on which they are to compete:

Bergdoll, Louis J. Bergdoll Motor Car Company, Willie Haupt or H. C. Vaughan, August 29.

Brush, Oxford Automobile Company, Charles Kammerer, August 29.

Hudson, Philadelphia E-M-F. Company, Frank Yerger, August 30.

Oakland, Olds-Oakland Company, James McGee, August 30.

Overland, W. J. Sprankle, J. Greenwood, August 31.

Chalmers, Harvey Ringler, Mr. Ringler, August 31.

Kline Kar, B. C. K. Motor Car Company, N. D. Morton, September 1.

Pullman, Longstreth Motor Car Company, H. A. Bitner, September 1.

Reo, Prescott Adamson, Irwin Yerger, September 2.

Parry, Continental Motor Car Company, Harry L. McCullough, September 2.

Mitchell, Penn Motor Car Company, Frank Bishop, September 3.

Haynes, Johnson Motor Car Company, A. La Roche, September 3.

More Stearns Cabs for Buffalo

The Buffalo Taxicab Company is so well pleased with the service given by the Stearns taxicabs that it has placed an order for seven more. It expects to give the residents of Buffalo, N. Y., a complete taxicab service, and is gradually replacing its cars with the Stearns, which it finds answers all the demands made upon them. The Cleveland Taxicab Service Company, of Cleveland, O., is using the Stearns taxicab to the exclusion of all others.

Good Work of Overlands

Will H. Brown, vice-president of the Willys-Overland Company, with offices at Indianapo-

lis, Ind., has announced that the Overland mail cars will continue in the service of the Indianapolis postoffice for nine more months. Postmaster Robert Bryson and Mr. Brown had experimented with the automobile system and had found it satisfactory. Mr. Brown, however, did not bid again because the Government appropriation was not large enough to be tempting. When no other concern offered to bid, Mr. Brown consented rather than have the city embarrassed by having to return to the old horse-drawn collecting wagons. Three automobiles are used and each is credited with performing the work of three horse-drawn wagons.

Cadillacs for Honolulu Officials

Cadillacs for municipal and governmental use are getting to be the vogue outside of the United States where they found favor with the city departments of New York, Brooklyn, Louisville and Harrisburg. The Cadillac Motor Car Company has been advised of the purchase of three cars by government officials in Honolulu. One of these is for the Governor of the Islands, W. F. Freer. Another is for E. A. Mott-Smith, secretary of the territory and president of the Board of Health. Master Campbell, superintendent of public works, has the third. In addition to his official car Mr. Mott-Smith has bought a Cadillac for his private use.

First Van Dyke Delivery Wagon Out

The first delivery wagon from the Van Dyke Motor Company is out and the new company expects to produce these cars at the rate of 25 a day. Some very large orders have been booked as the Van Dyke is a sensible proposition in a light wagon.

More Than One Use for Electric

J. George Smith, a candy and ice cream manufacturer of Detroit, Mich., used his Waverly electric trucks in a fight with the one of the Detroit power companies to such good advantage that his business was not interfered with for more than a few minutes. He had had a fight with the power company, and as a result the company turned off the power which operated his candy and ice cream machines.

Instead of waiting for some other company to furnish him with the necessary "juice," Smith connected the batteries of his three Waverley trucks with the motor operating his plant and then, with the power which was stored in the trucks, he continued manufacturing sweet things for the citizens of Detroit.

New Concern for New Bremen, O.

The Case Motor Car Company, New Bremen, Ohio, has been incorporated with a capital of \$50,000. The incorporators are J. H. and Edmund Grothaus, J. F. Laufersieck, Otto J. Doesel, Louis Huenke. The stock is held by thirty-five individuals. The company has secured the old plant of the Grothaus-Laufersieck Company, heretofore used for the manufacture of steel bridges, and the business will be devoted exclusively to the manufacture of motor trucks of the commercial type.

Carriage of Mail by Motor Wagons

Consul Albert Halstead reports as follows concerning the use of motor wagons for the carriage of the mails in the vicinity of Birmingham and London, England:

"The use of motor wagons for carrying mail was instituted by the post-office in Birmingham some five years ago, but was not altogether successful, because at that time the manufacture of automobile engines had not reached its present stage of perfection, and delays, due to the breaking down of machinery, seriously interfered with the service. Now that automobile engines have reached a condition of efficiency which makes them reliable, the post-office has increased the service. For some little time there have been services of mail between this city and adjacent cities and towns. By these automobile wagons letters are now carried with great regularity. At first such services were only used for the parcels post. These motor wagons are so timed as to reach Birmingham at midnight and then are returned with letters and parcels.

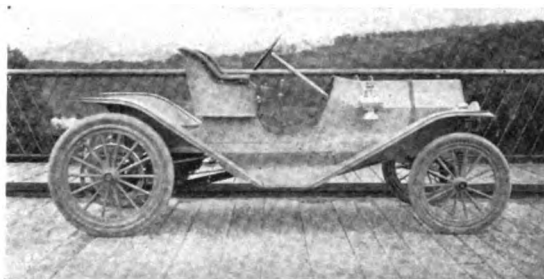
"The post-office is now instituting a motor service connecting London and Birmingham. The wagons to be used will carry a maximum load of 5,040 pounds and travel at a speed of twelve miles an hour, one wagon running nightly in each direction. The wagon leaving London will start at 7.15 in the evening and be due in Birmingham at 8.10 the next morning, and that from Birmingham to London will

leave at 8.25 P. M. and be due at the general post office in London at 7.20 A. M. The distance between London and Birmingham is 113 miles. These motor wagons will connect with other motor wagons running from intermediate towns, so as to cover greater territory.

"It is believed that this service will materially improve the postal service; it will naturally reduce the amount of carriage by rail, and will probably be more economical."

Good Outlook for Duryea Buggyaut

Duryea & Garside, Reading, Pa., manufacturers of the Duryea Buggyaut, is optimistic upon the outlook in the automobile business



THE DURYEA BUGGYAUT

for the remainder of the year and for the season of 1911. Recent large improvements have been made to the Duryea plant, and, while the firm is pushing the sale of the buggyaut to the limit, it is also laying the foundation for an increased business in commercial vehicles. At present it is placing upon the market a 7 hp. delivery truck with a capacity of 400 pounds.

Louisville Will Have Motor Patrol

The Board of Public Safety, of Louisville, Ky., has purchased from the Olds Motor Works a patrol chassis for \$1,900, and will have the body manufactured locally. The specifications for the chassis call for four cylinders, 40 hp. and a wheel-base of 136 inches. It will have a carrying capacity of 3,000 pounds.

Business Increases in New Brunswick

Consul Michael J. Hendrick reports as follows from Moncton on the growing interest in motor transportation in New Brunswick, Canada:

"One year ago there were five motor cars in Moncton, now about 50 are owned and used

here; with the exception of two, these are all Canadian machines; agents here sell them for Montreal houses, who act as selling and distributing agents for the manufacturers. The most popular of these are made or assembled in Ontario, and it is understood that American capitalists control the factory."

A Buick's Work in the Philippines

A Buick model 17 has been in constant use by the officials of the Provincial Government of Pangasinan, Philippine Islands, since the first part of last May and has been called upon to transport all kinds of material from one part of the Province to the other. The car has stood up well under all the demands made upon it and has resulted in the Government purchasing several similar cars for duty between Manila and Dagupan. The Buick model 10 was the first motor car to make the complete trip from Manila to Baguia without mishap.

Modern Apparatus for Mansfield, Mass.

Mansfield, Mass., has an up-to-date fire equipment, comprising an automobile combination truck made by the Pope-Hartford Company. It was installed last week. It will carry ten men and the maximum speed is 35 miles an hour. The equipment includes 1,000 feet of hose, nozzle station, metal hose basket, tool boxes, two three-gallon extinguishers, four lanterns, 40-gallon chemical engine, one 20-foot extension ladder, one 12-foot ladder and 200 feet of chemical hose. There are also axes, nozzles, door breakers, etc., on it. The wagon is a four-cylinder, 40 hp., and cost the town \$4,500.

Rapid Fire Gun Mounted on Automobile

A rapid-fire Colt, which has been made use of by Battery C, of the Ohio National Guard, to prevent rioting and serious outbreaks in connection with the street car strike in Columbus, O., is mounted on a Franklin automobile. This form of artillery is stationed at the grounds of the State Capitol, and during the strike it has been making from five to 15 trips a day, answering riot calls and doing service at the car barns at the extreme ends of the city.

The Franklin car has been used as a gun carriage because of its light weight, and the consequent celerity with which it is run about the city, it being necessary for the battery to

answer quickly any emergency call. The gun can be turned through a complete circle, and its appearance has served to quiet what promised to be serious outbreaks.

New Automobile Mail Route in Mexico

As of probable interest to builders of automobiles Consul Marion Letcher, of Acapulco, advises that the office gazette of the State of Guerrero publish an advertisement of the Mexican Postoffice Department for bids for carrying the mail 69 miles by automobile from Iguala, a station on the Cuernavaca division of the National Railways, to Chilpancingo, the capital of the State of Guerrero. The route will be over the new road opened in April, which forms the completed part of the Mexico-Acapulco highway. The specifications call for daily round trips for every day of the year between the two points named, the trip each way to be made in not less than five hours.

Strenuous Test for Anderson Wagons

The Anderson Carriage Company is conducting a detailed test of one of the 1,000-pound delivery wagons it has built, the first of ten for a local department store. The test covers mileage efficiency, hill climbing and pulling, power over all kinds of roads and the route mapped out is based on the present delivery zone of the Detroit stores. When it is thoroughly tried out the makers of the Detroit Electric will know just what their commercial proposition will do.

Motor Busses for Porto Rico

The Rapid Company, of Pontiac, Mich., is building two 'busses to be delivered to Porto Rico parties. They are designed to be used as street cars, but are regular palaces on wheels. They are enclosed, with an opening at the rear, and will accommodate thirty persons. The seats are on the sides and are upholstered in black leather. The 'busses are electric lighted, and enameled in dark red with gilt lettering.

A White Truck's Heavy Cartage

A White automobile truck is being used with great success for hauling the steel girders which are being used in the construction of the fifteen-story Yoon building in Portland, Ore. It carried nine tons of steel with so much ease that thirteen tons were put on for the succeeding loads, the machine carrying 135 tons a day.

Victory of Chalmers "30" in Glidden Tour a Victory for Public as well as for the Car

THE contest board of the American Automobile Association has declared the Chalmers "30" car, entry No. 5, driven by William Bolger, winner of the 1910 Glidden Tour, and has awarded the Glidden Trophy to the Chalmers Motor Company.

Think what this means. The Glidden Tour—the most famous and most strenuous reliability contest for motor cars in the world—won by a stock touring car—a duplicate of which you can buy for \$1500.

We know of no stronger proofs that could be given that it is now possible to buy a real car at a medium price than the Chalmers "30" has given in the past two years—the Glidden victory being the crowning triumph.

All that any car can do this car has done. In fact, it has proved conclusively that it can do more than most cars, for it has succeeded where others have failed.

That a car costing only \$1500 should win the most trying automobile contest ever held is more than a sensation—it is a revolution—and the effects of it will be felt in the automobile business for many a day.

This tour is not only a victory for the Chalmers Motor Company, it is a victory for the public—the public, which is always demanding of the manufacturer good cars at right prices—cars of an unusual dollar for dollar value.

World's Longest, Hardest Tour

Of all the Glidden Tours yet held that of 1910 was the longest and by far the hardest. None except those who made the trip will ever know of the many obstacles met and overcome in this 2851 mile contest, which started at Cincinnati and went "by way of Dallas, Texas," through thirteen states to Chicago.

Dai Lewis, who has laid out the route for every Glidden Tour, says that no other could even compare in hardships with the 1910 tour.

The final outcome of the contest was predicted when the "30" held its perfect score for five terrific days after every other car on the tour had been penalized.

Furthermore, the Chalmers "30" made a better showing in the final technical test than any of its rivals. In this important examination it was assessed only 75 points as against 84 for its nearest competitor.

The "30" was not penalized on any fundamental feature of construction, not on motor, or clutch, or transmission, or on the frame, or the wheels, or axles, or springs; only on minor things, such as body bolts, shackles, muffler, and fender irons.

It still had a brake good enough to stop it within the required fifty feet.

The car which made this wonderful showing is absolutely a stock car in every respect—not even our competitors have questioned that. It is the same car you can buy in any Chalmers dealer's salesroom for \$1500.

In winning the Glidden Tour the Chalmers "30" has only maintained a record it had already established, for this car has never been defeated in any important contest of speed and endurance by a car of its own power and price class. It has repeatedly defeated cars of much higher price and greater power in all kinds of contests.

The Chalmers "30" which won the Glidden Tour carried four passengers and baggage over every mile of the route.

It had power enough to pull through streams, through swamps and through sand.

It had speed enough to make every control on time; it has as much speed as anyone can use.

And in addition to endurance and reliability you cannot buy more beauty either of line or finish than you get in a Chalmers "30."

What more do you want, then, in a car, than you can get in the Chalmers?

From the beginning we have been on the right track. First, in not trying to build too many cars, but in building a limited number just as well as they could possibly be built; second, in selling these cars at medium prices; third, in taking care of our owners just as well as we knew how after the cars had been sold.

After all, automobiles are built for those who buy them; and Glidden Tours are conducted for the benefit of the very same people. The thousands who contemplate buying cars during 1911 season have had nearly all the real big questions answered by the Glidden Tour—the questions of design, of materials, workmanship, endurance, reliability.

The price you already know, so the question of appearance is about the only one left; as to that, the new 1911 models are on exhibition at the local show rooms. We invite you to examine them.

If the lines, the color, the finish suit you, you can safely buy one, for, remember—it's a Chalmers—the car that won the most trying test to which automobiles were ever put—the Glidden Tour of 1910.

Write for catalog "T" and the name of the nearest dealer.

Chalmers Motor Company

(Licensed under Selden Patent)

Detroit, Michigan

Loose Sheets of This and Previous Sections May be Obtained by Remitting 10c. for Each

PHILADELPHIA TO WASHINGTON

Via Baltimore

The tour this week is a revision of one printed some time ago, and goes through Wilmington and Baltimore. The roads are macadam with occasional stretches of clay. The details follow :

From Broad Street, at public buildings, start south for three blocks and turn right on Locust Street. Turn right on 21st Street and one block beyond turn left into Walnut Street. Straight ahead over bridge and turn left onto 41st Street. Turn right on Chester Avenue. Follow trolleys and at fork turn right with single trolley, leaving another to left, and immediately turn left. Left on Lansdowne Avenue and one block beyond turn right onto Darby and Chester Pike. To

Darby (7.1 miles).

Cross bridge and take right fork up hill. Straight ahead to Belgian block turn right and immediately left. Turn left for one block and then right on 13th Street of Chester. At end of street curve right and immediately left. Follow trolley to foot of hill. Turn left up hill, and at end of road turn right and straight ahead. Right at cross-roads. Through Felton and over bridge at foot of hill. Straight to Village Green. Straight through intersection of 5 roads. Direct to

Chelsea (21.5 miles).

Left at point of 5 roads. Straight through cross-roads at Booth's Corners and to Zebbley's Corners. Straight through 5 cross-roads. End of road, turn left on Concord Pike. Turn right on Boulevard and over bridge over the Brandywine into Washington Street. To 11th Street of

Wilmington (31.4 miles).

Curve right and follow trolley on Delaware Avenue for $4\frac{1}{2}$ blocks, turn left on Pennsylvania Avenue. Two blocks beyond turn left on Broome Street and right turn on Fourth Street and then left on Union Street, nine blocks beyond. Follow trolleys to end of track and then curve right on macadam. Through Elsmere Junction. To cross-roads at Price's Corners, where curve left. At end of road turn right and

over bridge. Left into Marshallton. Curve right and at end of road turn to left. End of road turn right. Cross four bridges and through Roseville. Through covered bridge and bear right up hill, cross grade and the swing right to

Newark (44.4 miles).

Cross grade at Newark Center and turn left at R. R. depot. At fork follow wires and take left at next fork. Over bridge and left at fork at Elkton. Turn right on Main Street and cross Susquehanna River. To Harve de Grace. One block on St. John Street and turn left to Otsego Street. Two blocks and right two more blocks, and then again right to Ontario Street. One block, turn left to Harve de Grace road. Straight ahead, turning left at first fork and right at second. Through Churchville and Fountain Green to

Bel Air (82.2 miles).

Left on Main Street for one block and turn right to Hartford Pike. Through Benson. Turn right at fork. Direct through Parkville to Mont Royal Avenue of

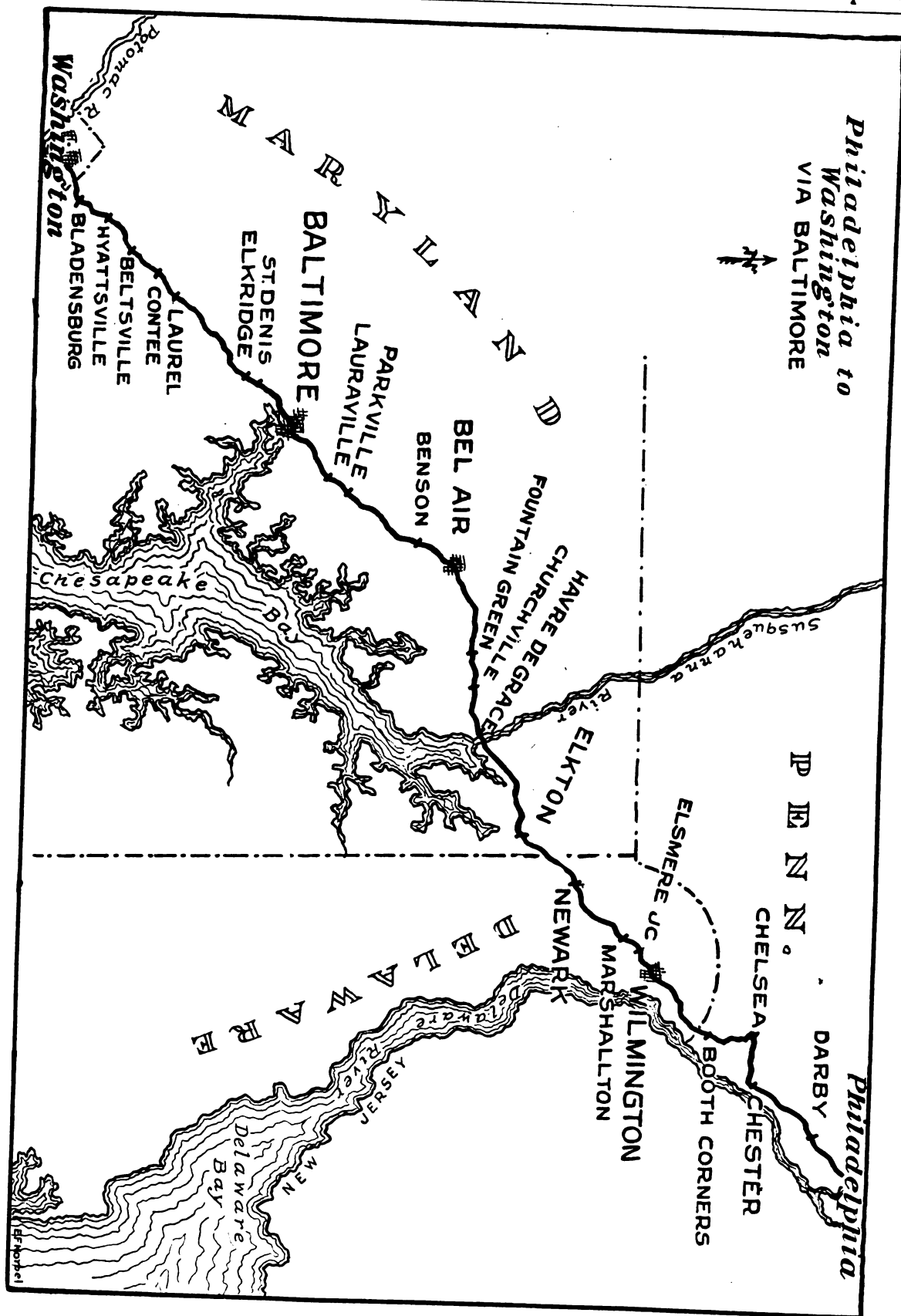
Baltimore (106.1 miles).

Turn left on Lafayette Avenue. Turn left on Fulton Avenue and then right on Edmunson Avenue. At fork turn left and at end of road again turn left. At end of road turn right and about three miles beyond again turn right. Through St. Denis. At end of road turn right into Washington Road. Over bridge and straight through Elkridge. Up hill and direct through

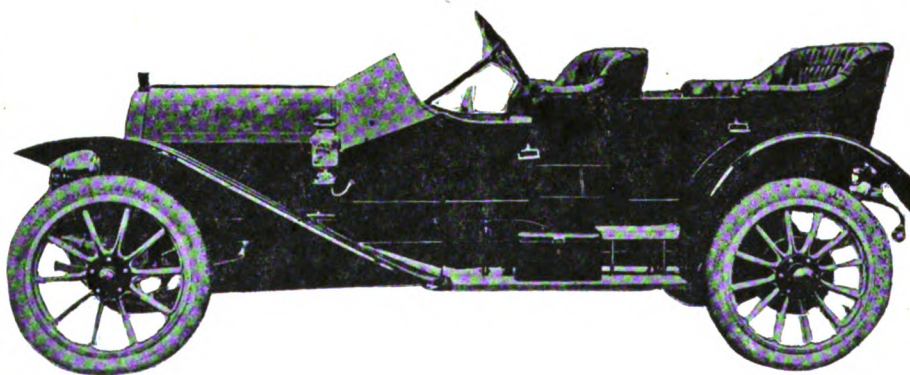
Laurel (131.2 miles).

Direct through Contee, Beltsville, Hyattsville and over bridge and through Bladensburg. At blacksmith shop turn right and over bridge into Maryland Avenue, which follow to Capital at

Washington (149.2 miles.)



CARHARTT THIRTY FIVE



Carhartt Cars for 1911

Completely Equipped

\$2250

Carhartt Automobile Sales Company

General Offices and Salesrooms:

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New York

Northern New York Branch: United States Hotel, Saratoga Springs

Please Mention AUTOMOBILE TOPICS When Writing.

INDUSTRIAL AND TRADE NEWS

NEW YORK

New York

Secretary Charles D. Chase, of the Garage Owners' Association, denies the report that the association will adopt a new scale which would double the present cost of storage. The association, which now comprises 80 per cent. of the public garages, was organized for the purpose of cutting out graft among the chauffeurs, and protecting automobile owners.

The resignation of the president, George Edward Shaw, of the Columbus Garage, was accepted by the Board of Directors August 16, and Peter H. Hoyt elected to succeed him. The price of storage in the garages of the members of the association averages about \$25 a car. The association, however, cannot regulate the charges of its members, and in no way controls the individual business of the garages.

It is admitted, however, that many of the members contemplate an increase in the storage charges. They will not attempt a uniform rate, but will add to the present charges according to the location of the garages. The rates will be increased about 20 per cent., although many members will maintain the present rate.

Secretary Chase said any increase would be made by the members individually, and the association could not interfere with the business policy of its members. He said:

"The movement to form the Garage Owners' Association was started with the original purpose of putting the garage business on a sound basis. The association is now strong enough to compel garage owners to maintain their business on legitimate industrial principles. It has ordered all of its members to abide by the rules and regulation of the Bureau of Weights and Measures. This will insure every car owner who stores in a garage which holds a membership in the association full measure of gasoline and lubricating oil. A few automobile owners in the past have made it a practice to buy their gasoline and oil at small supply houses and garages advertising cut rates. They did this believing they were saving money, but the facts are that either an inferior grade had been purchased or short measure usually obtained."

During the past week the Washington Heights Garage, Sagamore Garage, Niagara Livery and Motor Car Company, Riverside Garage and the Cimiotti Garage were admitted as members.

The Society of Automobile Engineers keeps growing, the following having been selected to membership during the last week:

Frederick W. Blanchard, Faulkner-Blanchard Motor Car Company, Detroit, Mich.; Henry L. Batron, Metal Products Company, Detroit, Mich.; Edward W. Curtis, Jr., Studebaker Bros. Mfg. Company, Chicago, Ill.; DeWitt Clinton Cookingham, Rauch & Lang Company, Cleveland, Ohio; George W. Cooke, Pierce Arrow Motor Car Company, Buffalo, New York; T. P. Chase, Chalmers Motors Company, Detroit, Michigan; Wm. Morris Davis, E. R. Thomas Motor Company, Buffalo, New York; Edward Dixon, Thos. B. Jeffery & Co., Kenosha, Wisconsin; Frank E. Ferris, Brush Runabout Company, Detroit, Mich.; H. W. Gillett, Aluminum Castings Company, Detroit, Mich.; Starling Henry Humphrey, Brush Runabout Company, Detroit, Mich.; George N. Hickby, Van Dyke Motor Car Company, Detroit, Mich.; Wm. H. Hogle, Brush Runabout Company, Detroit, Mich.; Harold H. Kennedy, The Waverly Company, Indianapolis, Indiana; Fritz Loeffler, Mannheim, Waldef, Germany; Ralph L. Morgan, Ralph L. Morgan Company, Worcester, Mass.; Horace Henley Newson, McCord Manufacturing Company, Detroit, Mich.; George L. Norris, American Vanadium Company, Pittsburg, Pa.; Charles B. Rose, Velie Motor Vehicle Company, Moline, Ill.; Wm. H. Reddig, Chalmers Motor Company, Detroit, Michigan; Charles R. Short, G. & E. Power Company, Philadelphia, Pa.; Nicholas Shamroy, Landau & Golden Company, New York City; Clyde W. Stringer, Brush Runabout Company, Detroit, Michigan; George A. Weidely, Premier Motor Mfg. Company, Indianapolis, Indiana; Frank E. Couch, 316 Hudson Street, New York City; Charles F. Case, Oliver Motor Car Company, Detroit, Michigan; Clyde E. Dickey, Denman & Davis, New York City; Wellington F. Evans, Metal Products Company, Detroit, Michigan; Henry May, Pierce Arrow Motor Car Company, Buffalo, New York; George S. Morrow, Stepney Spare Wheel Company, Chicago, Ill.; Albert F. Rockwell, New Departure Mfg. Company, Bristol, Conn.; Winfield DeWitt Rheutan, The White Company, Cleveland, Ohio; R. A. Radle, Clark Sales Company, Detroit, Michigan; Thomas Towne, Ideal Opening Die Company, New York City; Walter Webster Totman, Whitney Mfg. Company, Hartford, Conn.

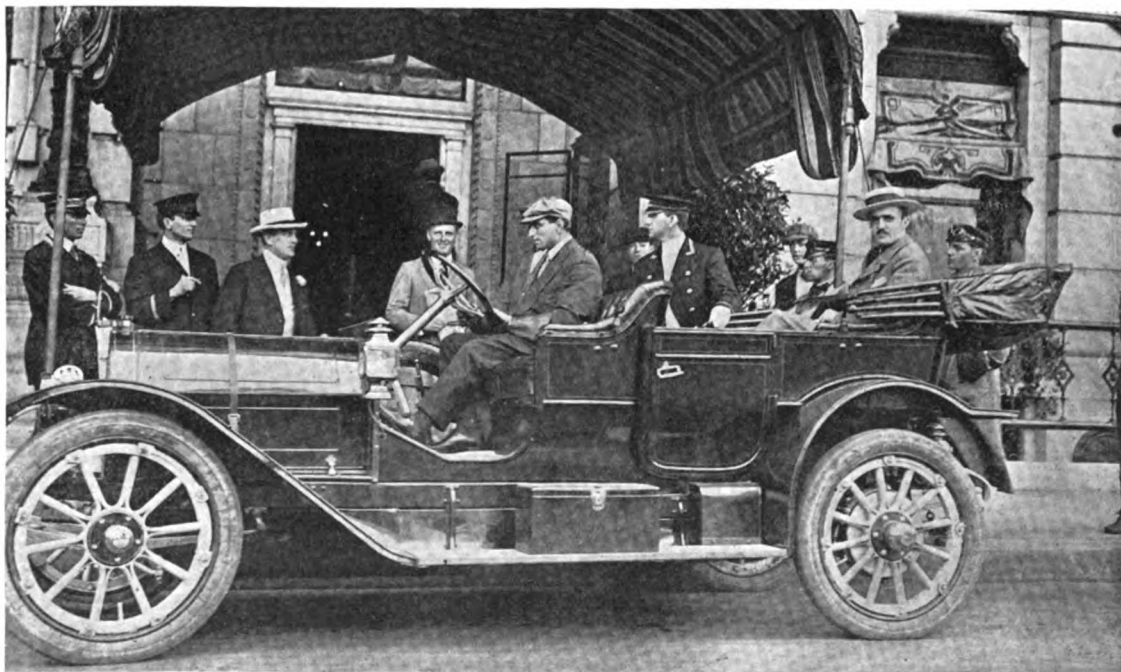
C. W. Matheson, of the automobile manufacturing company bearing his name, makes no disguise of his delight at the showing of the Matheson Silent Six in the record-breaking 24-hour race at the Brighton Beach Motor-drome, August 19-20. "To come so near record mileage and give the winner—to whom every credit is due—such a hard race under the circumstances was indeed gratifying," says Mr. Matheson. "Not an adjustment of any kind or repair of any mechanical part was made throughout the grinding race, and without taking up bearings or adjusting the car in any respect it was shipped direct to Chicago for the Elgin national chassis event."

The association of the Carhartt automobile in connection with visiting notables in this

The Duke showed particular interest in the splendid detail of American manufacturing enterprises, as shown in the present up-to-date automobile construction, and as he is an expert motorist and a keen enthusiast on all out-door things, his criticisms and commendations were especially valuable.

It is his intention on his tour of this country to visit Detroit, the home of the Carhartt Company, and personally inspect the actual factory operations.

For the benefit of aviators, White motor trucks have signs printed on tops. In completing the details of their motor plant at Garden City, N. Y., the Doubleday-Page & Company placed an order for White trucks, Garden City being the center of the flying machine



DUKE FRANZ JOSEF LEAVING THE PLAZA IN A CARHARTT CAR

country is becoming more or less of a habit. The latest acquisition to this is Duke Franz Josef, of Bavaria, brother of Queen Elizabeth, of Belgium. Upon his arrival last week, he was met at the pier by a Carhartt automobile and taken to the Plaza hotel, his present residence. Later in the day he called at the sales rooms, which are located at the Plaza, and expressed a great deal of interest in the splendid mechanical construction of the Carhartt cars.

industry. As a courtesy to aviators, the Double-Page & Company had these trucks lettered with the usual sign on the tops so that they can be readily distinguished by the various flying machines.

Among the new dealers who have contracted with the Lozier Motor Company for the sale of 1911 line of Lozier cars are the following: E. S. Armstrong, Salt Lake City, State of

Utah; Lozier Sales Company of Rhode Island, 64 Washington Street, Providence, R. I.; Scranton and vicinity; Weber Implement Company, Scranton, Pa., city of pany, St. Louis, Mo., city of St. Louis and adjacent territory; Paul Kuhn, Terra Haute, Ind., Terre Haute and vicinity.

The Weed Chain Tire Company announce it will reduce the price of Weed chains on September 1. The Weed people call attention to the fact that, although they have won their test suit and have obtained many injunctions against infringing imitations, they are reducing the price and advancing the quality of their product.

E. H. Barnum, who has been the Brooklyn agent for Regal cars, has just been appointed manager of the New York branch of the Regal Motor Car Company, 1720 Broadway.

W. S. Drummond, the organizer and former president of the New York Transportation Company, who is now engaged in the banking business in London and Paris, is in this country negotiating for the French rights to the Twombly automobile system and quick removable power plant, which attracted so much attention from the trade experts when it was exhibited at the Automobile Club of America a week or so ago. Mr. Drummond represents one of the largest manufacturers of automobiles in France, who is anxious to secure the French patents on the Twombly system, so that he can incorporate the quick detachable power plant to the vehicles he now produces. The terms have practically been agreed upon.

Glenn H. Curtiss, the aviator, although completely absorbed in the work in which he has become a leader, finds recreation in automobiling and recently purchased an Oakland runabout from the factory's representative, the Pittsburg Automobile Company.

Buffalo

Walter W. Winchester has severed his connection with the Pierce-Arrow Motor Car Company, of Buffalo, and hereafter will be head of the Winchester Motor Car Company, dealers in Pierce-Arrow cars, at Jacksonville, Fla.

The C. W. Miller Transfer Company, of Buffalo, N. Y., has written to the Grabowsky Power Wagon Company: "We have been convinced absolutely that one Grabowsky truck is equal to four teams."

MICHIGAN

Detroit

Detroit—Population 465,766, an increase in 10 years of 63 per cent.

That is the report which Uncle Sam sent to the City of the Straits the other day and everybody in town has been dancing and singing since then. The government reports add that it is the most phenomenal growth of any of the large cities and it lands Detroit safely beyond Buffalo, Milwaukee and Cincinnati. In some circles, it is thought that Cleveland has been overtaken.

There is a reason for this growth and it is the automobile. Some of the village hard shells, who are wont to frown down progressive ideas, will not admit that the motor car is the dominant factor, but everybody knows what did it. The companies of Detroit now employ fully 35,000 men in the manufacture of automobiles and parts. A majority of these men came from other cities as there was not enough labor at home, so more than 100,000 of the growth comes from the automobile.

The growth of the automobile industry forced the railroads to expand, to lay new tracks and build thousands of box cars. Not only has this been giving work to construction gangs and at the car shops, but hundreds of hands are necessary to man the trains.

The coming of so many people has made retail trade much better and the stores had to put on extra floors and thousands of men and women have been given employment. Banks have had to enlarge their forces as the rush of depositors after pay day has resulted in long lines waiting to put their money away.

The city has grown from every angle, hundreds of millions of dollars having come here through the automobile, and while Detroit was slow in awakening, it now is taking notice and the slogan is "a million in 1920," which is spreading envy among its former rivals.

Work began Monday of this week on the new Detroit salesroom and office building for the United States Motor Company. It is on the corner of Woodward and Charlotte Ave-

nues, and will be one of the most attractive structures of its sort, as the cost will be \$130,000. The exterior will be of white glazed terra cotta and the building will be two stories in height. The show rooms are on the Woodward Avenue front, and in addition to the Maxwell-Briscoe line there will be the Columbia and the Alden Sampson trucks and wagons. Offices of the various Detroit companies of the U. S. Motors will occupy the second floor.

The convention of executive officers, sales force and advertising men of the Hudson

for New York, where he is winding up his affairs with the Fisk Rubber Company, so as to be able to return here by September 1 and take up his new duties. By the end of the week, the district managers were scattered all over the country to begin the practice of the principles laid down to them by their chiefs.

President Chapin is strong for a good selling force, and he believes that the Hudson Motor Car Company to-day has the best in the business. That every one of the boys will hustle for the company was plain to anybody who saw them at the dinner at the Pontchartrain or the lunch at Lighthouse Inn.



ATTENDANTS AT HUDSON CONVENTION

Motor Car Company was a success from every viewpoint. It lasted two days, and district managers and salesmen were present from all parts of the country. They heard the policies to be pursued during the coming season from President Roy D. Chapin, Sales Manager E. C. Morse and Advertising Manager C. C. Winningham. Enthusiasm ran high at each session, the meetings being in the nature of a love feast after the biggest first year's business ever known by any automobile concern. Edward H. Broadwell, the new second vice-president of the company, addressed the meeting at the present factory and left shortly after

Those in the accompanying picture are: No. 1, W. J. McAneny; 2, C. C. Winningham; 3, E. C. Morse; 4, Richard Bacon, Jr.; 5, R. D. Chapin; 6, C. A. Hughes; 7, E. H. Broadwell; 8, Walter Bembs; 9, T. C. P. Forbes; 10, I. J. Robinson; 11, Fred Ford; 12, S. P. Jackson; 13, C. H. Paxton; 14, P. D. Stubbs; 15, Thomas Smart; 16, R. C. Hurd; 17, L. A. Van Patten; 18, L. L. Barnes; 19, A. L. Dutheil; 20, J. S. Draper; 21, S. D. Bolton; 22, I. Segwalt; 23, F. I. Chichester.

That trade conditions all over the country are in a prosperous shape is evidenced by the

large orders for cars which are being placed by retail dealers with the various Detroit factories. August is the month generally considered the opening of the wholesale sales season, which continues through the fall and early winter months. That business has opened with such a remarkable rush is conceded to be a body blow to the pessimists, who have been making a lot of fuss among themselves.

At the E-M-F. Company an average of twenty-five agents' contracts a day have been approved during the month. Some of the agents have visited the factory, but most of the work has been done by mail, there being very few changes in the personnel of the company's distributing force. On Saturday last the total of 1911 contracts on file was found to include orders for more than 11,000 cars, exclusive of the cars which the E-M-F. Company will dispose of through its 34 branches in the large cities. Sales manager Twyman and Assistant Sales Managers Smith and Rose are now on an inspection of the E-M-F. agencies in an endeavor to secure data which will permit the factory to make as equitable a distribution of the product as is possible.

The firm of H. C. & C. D. Castle has been merged into the Lozier Sales Company of Boston, and will handle the Lozier cars in the eastern half of Massachusetts. H. C. Castle is president of the company. Among other new dealers who have contracted with the Lozier Motor Company for the sale of 1911 Lozier cars are E. S. Armstrong, Salt Lake City, Utah; Lozier Sales Company, Providence, R. I.; Scranton Auto Company, Scranton, Pa., and vicinity; Weber Implement Company of St. Louis, St. Louis, Mo., and adjacent territory; Paul Kuhn, Terre Haute, Ind., Terre Haute and vicinity.

The new Detroit home of the Rapid, one of the most artistic salesrooms on Woodward Avenue, is about ready to be occupied. The brick and glass front are set off by a sloping roof of green tile, an unusual contrast in architecture of the sort.

Fall trade is starting in with a whirl at the Regal Motor Car Company. On one day last week orders were received for 175 cars, 40 of them for the Kansas City branch. Robin-

son & McClelland, the Avalon, Pa., agents for the Regal, have visited the factory. E. H. Barnum, who has been made New York manager, also has paid Detroit a call and Sales-manager George D. Wilcox left for the metropolis to install him in the new position.

A crowded house greeted F. M. Tillish, of the B. F. Goodrich Company, when he lectured at the Miles Theatre on tires. Manufacturers and users of cars were there and the talk was so interesting and brought out so many things that have been overlooked that Mr. Tillish is to speak again this week.

A new garage and show room is about completed on the Boulevard, just east of Woodward Avenue, for the Goodfellow Tire Company. The offices are on the second floor with the salesroom in the centre store below and a garage in the rear.

Among the companies that have recently incorporated are the Cooley Automobile and Tire Company, which will locate here and manufacture the Cooley tire, which is said to be puncture proof and will last between 25,000 and 30,000 miles. The tire contains neither springs nor air and Mr. Cooley says it is evolution of a geometrical proposition on which he has been working for four years. In addition the company will manufacture automobiles, three model machines being on the way.

Another newcomer is the Puncture Proof Tire Company, which is doing business at 269 Beaubien Street. Pneumatic tires that cannot be punctured, so they claim, are to be manufactured.

The Culver Chain Company, recently incorporated for \$50,000, will manufacture automobile chains at 140-2 Madison Avenue in the building formerly occupied by the Detroit Lithograph Company.

The Hupp-Truner Company has moved into the new factory building at Lycaster Avenue and the terminal belt, near the Chalmers plant. Automobile parts will be manufactured.

The Wagenhals Commercial Motor Car Company, of St. Louis, will locate here and manufacture a three-wheel car with a capacity of 1,000 pounds. Mr. Wagenhals says that by

cutting out the differential and rear axle, he can save a lot of money and produce a car that is reliable. The car will be called the Special Delivery.

Factory operations have been suspended for two weeks by the Abbott Motor Car Company to take an inventory and overhaul the machinery preparatory to the management changing to the new owners. M. J. Hammers, the new general manager, is familiarizing himself with the details and will collaborate with Messrs. Utz, Spitzley, O'Connor and Phillips in perfecting plans for broader activities in the next year. All of the 1910 cars were disposed of and the 1911 models are coming through, a number of them having been shipped. At a special meeting held last Saturday the following officers of the new Abbott Company were elected: President, Charles W. Jamieson, of Warren, Pa.; vice-presidents, H. M. Preston and F. M. Knapp; secretary, Wade Millis; treasurer and general manager, M. J. Hammers.

The Whitney Motor Car Company was incorporated for \$150,000 on Saturday. It proposes to manufacture a gearless friction driven roadster to sell for about \$400. It will be a two-cylinder car and one of them is said to have met every requirement. Twelve demonstrators are under way and the new factory will be located in Detroit.

Edsall Ford, son of the president of the Fort Motor Works, took a trip to Chicago and return in a Ford roadster. He made a schedule of time before leaving and a remarkable feature was that he never was as much as an hour out of the way.

The Ford Motor Company, Ltd., of Walkerville, as the Canadian branch is known, began this week a \$30,000 addition to its factory in the town across the river. The structure is 90 by 70 feet with basement and of reinforced concrete. The growth of the Ford business in the Dominion necessitated more room.

The Hudson Motor Car Company has "farmed out" driver Joe Matson to the Benz and Corbin companies to drive their cars in three of the most important events of the year. Matson is one of the experts in the technical department of the Hudson Company. He

was one of the star racing men last year, and as the Hudson did not need him for racing this year, he was allowed to accept the flattering offers from the other companies. He will drive a Benz car in the Vanderbilt, if it is allowed to start, if not he will have the wheel of the Corbin car. Also he will drive a Corbin in the Elgin and Fairmount Park events.

The members of the new merchandising department of the Hudson Motor Car Company



EDWARD H. BROADWELL

are C. C. Winningham, advertising manager; Edward H. Broadwell, director of sales; E. C. Morse, sales manager, and L. A. Van Pat-tend and C. A. Hughes.

Mr. Winningham, who heads the department, was for many years before joining the Hudson forces head of the copy department of Lord & Thomas. His contemporaries in the advertising business credit him with having been the originator of scores of the greatest selling schemes ever devised. His ideas have resulted in as many successful advertising campaigns as those of any of the experts in that field. He not only had excel-

lent selling arguments for his various accounts, but further assisted advertisers with inside suggestions on the fundamental and scientific principles of selling goods.

Mr. Morse has long been known as one of the top-liners in marketing automobiles. Before joining the Hudson Company, he was sales manager of the E. R. Thomas Company. He was schooled in the National Register Company, having been for a number of years the foreign sales manager of that concern and in that capacity placed many cargoes of cash registers in various parts of the globe.

Mr. Broadwell is probably as widely and favorably known in the automobile business as any man living. For many years he was sales manager of the Fisk Rubber Company and only recently resigned his office of vice-president of that company to associate himself with the Hudson as second vice-president. His selling ideas were chiefly responsible for making him a national figure in the automobile business.

Mr. Van Patten and Mr. Hughes before joining the Hudson Company were newspaper men of Chicago.

Edward R. Hewitt has decided to move from New York to Detroit. He is a stockholder in the Metzger Motor Car Company, and will be one of the technical experts of that organization. Parts of the Hewitt trucks are arriving and a few of them will be built at the Everitt "30" factory, the entire truck business to be moved when the new Metzger factory is completed. Ground for this will be broken within a month or two and as the materials have been bought it will not take long to finish the construction of the first of the one-story buildings, which will be 1,200 feet in length. The truck business will be under the supervision of Mr. Hewitt, whose success is well known in the East. The Brooklyn factory now is turning out 20 of the 10-ton trucks, ten of which are for a New York coal company. The demand for the Everitt "30" cars is such that the Milwaukee Avenue factory will be running full force in a short time. President Everitt put on 200 more men Monday, so that more than 600 are now at work.

The capital of the Paige-Detroit Motor Car Company has been increased from \$100,000 to \$250,000, and James Bourquin has been

secured as manager. Mr. Bourquin severs his connection with the Chalmers Motor Company after having been with that concern since its inception. He is a graduate of the University of Michigan engineering department and went from there to the Olds Motor Works, thence to the Peerless and back to the Olds, leaving that company when Messrs. Chapin and Coffin formed the Thomas-Detroit, of which the Chalmers is the outgrowth. The Paige-Detroit Company had a good first year and the trade outlook for 1911 is splendid.

J. Neil Patterson, the college athlete, who has been with the Packard Company for some time, has joined the force at the J. H. Brady Auto Company, and will push the sale of Hudsons in this territory.

Allan McDonald, of Danville, Ill., won first place in three events and was third in another in the Newport hill climb with his Chalmers "40." This is the second time he has won the "Hon. Joseph G. Cannon Trophy," open to residents of Vermillion County, and it now becomes his permanent property.

The Regal Motor Company has installed a branch at Minneapolis under the management of John P. McGuire, who resigned as manager for the Haynes Company. A Cleveland branch also has been established and will be under the management of Frank L. Pierce, for seven years salesmanager of the Gaeth Motor Car Company. Mr. Pierce will handle the Ohio field in connection with Pennsylvania and Kentucky.

Dr. F. W. Bremmer, of Ironton, O., bought a Warren-Detroit and when it was delivered to him, he decided to try it out by making a trip to Detroit. Four were in the party and he came here, then he went back home, the 845 miles being done at the rate of 19 miles an hour with a low consumption of gasoline and everything about the 1911 car satisfactory.

General Manager F. L. Holmes, of the Jackson Motor Car Company, says the number of fine garages being erected in small cities and towns of the West is surprising. The farmers have done so well that it is no unusual thing to see them drive to town with a span of horses and ride home in a new motor car. Since the bankers have registered their pro-

test, the farmers are keener for automobiles than ever as they have smelled a mice and know that the bankers are kicking only because they can't keep on making money out of the farmers' money.

The Demotcar Company has been adjudicated a bankrupt by Referee Harlow P. Davock, the petition having been recently filed in the federal court.

Ralph Mulford will drive the Lozier "46" in the Elgin race. He has won a number of races with the Loziers and much is expected of the new models.

One of the features of the Chalmers cars of 1911 is a cork linoleum covering for foot and running boards. The material used is the same as the floor covering on United States battleships.

A. C. Pollard, of Nashua, N. H., came here to get his 1911 Chalmers "30" and after trying the car out, he decided to tour back home. Mrs. Pollard accompanied him and word from stops, is to the effect that everything is going even better than anticipated.

After J. A. Hull, of Tolsa, Okla., had bought a Chalmers "40" he decided to make a tour of the East. Stanley Derosse, of the Chalmers Company, is driving the car for him and after a few weeks down that way they will head for Oklahoma.

Everett S. Hilton and W. H. Bowers have closed for 300 Lion cars and will have the agency for the East in New York. The Lion Motor Sales Company also has closed for Pittsburg and Chicago agencies and it is announced that 2,000 cars will be built at the Adrain factory.

The Anhut Motor Car Company has been formally reorganized under the name of the Barnes Motor Car Company, the papers coming back from Lansing this week. William W. Walker is president, Charles R. Hinkle is secretary and H. C. Barnes is factory manager. The capital stock of the company is \$300,000 common and \$75,000 preferred.

The Servis Motor Car Company was incorporated on Monday, with a capital of \$10,000,

for the manufacture of delivery trucks. The stockholders are: George C. Cleuhe, George V. Pottle, J. Hershman and F. J. Nicholson. The location of the factory is not yet announced.

Adolph H. Gerhard, former justice of the peace of Hamtramck Township, Mich., where the Brush and other plants are located, is promoting a \$4,000,000 company to operate a line of automobile busses in opposition to the street railways. Mr. Gerhard has it figured out that it can be done, and that people can be carried for three cents with transfers. He says that on his list are the names of 100 men who will take \$1,000 worth of stock each as a starter.

Pontiac

The Rapid Motor Company's new \$125,000 power plant, recently built here, will be placed in commission September 1, and will furnish light, heat and power for the Cartercar plant a quarter of a mile away. The big power plant was built to accommodate just twice as much machinery as it now contains, but it is expected that the full space will be needed in the future. Two 800 hp. engines have been installed and their 22-ton wheels will commence to revolve very shortly. The power plant is one of the finest of its kind in the country.

A. F. Bogardus, of the Oakland Motor Company, and A. W. Lewis, sales agent for the same concern, made a test run with an Oakland "30" recently. They covered a distance of 150 miles over all kinds of rough roads and hills in four hours' time and consumed six and a half gallons of gasoline on the trip.

OHIO

Toledo

When the new building of the Isaac Kinsey Manufacturing Company, now nearing its completion, is ready for occupancy late in September, that firm will have one of the most modern and complete parts building plant in the world. The main building of the new plant is 286 feet in length, 105 feet wide and three stories high. The distance between the first floor and ceiling is 20 feet. This high

ceiling is for the purpose of accommodating the large presses used in making steel frames.

Through the center section of the main building on each floor is a stock room, carrying the stock used in each department. In addition to the main building, there will be an L 75 feet in length. This will be located on the north side of the building and, including the basement, will be five stories high. At the farther end of this will be a loading platform 180 feet long and 12 feet wide facing the railroad siding that has just been installed for use of the Kinsey Company. In the entire building there will be a floor space of 120,000 square feet. The material being used in the construction of the entire plant is re-enforced concrete, with a brick surface. The building will be handsome from the outside. The cost is \$150,000.

The Kinsey Company is one of the largest manufacturers of automobile parts in the country, making steel frames, heavy steel stampings, hoods, fenders, tanks, mufflers and many other parts used on automobiles. Besides supplying both the Toledo and Indianapolis plants of the Overland Company, the Kinseys furnish materials and parts to several large automobile concerns throughout the United States.

A. E. Reid, formerly agent for the Overland cars at Van Wert, Ohio, has secured a position with the Atwood Automobile Company as special representative for the Overland. Since the Atwood Company has contracted with the Willys-Overland Company for the entire State of Michigan, they are putting out several men to close up with agencies and to help these sub-agents line up sales and get them started in their irrespective territories. It is this territory that Mr. Reid will superintend, and all these salesmen and agencies will be under his charge. Reid is thoroughly familiar with the automobile situation in the rural districts and was successful when he was in business for himself, disposing of more than 80 Overlands in the territory adjacent to Van Wert. He started out on his Michigan trip Monday morning.

R. A. Parker, proprietor of the Standard Garage, will pilot another "Toledo trade extension" tour throughout Ohio. The tour is under the direction of the Merchants and

Manufacturers Board of the Chamber of Commerce, and will leave Toledo September 12. Parker will furnish ten cars for the party and will drive the pilot car blazing the trail. He will have an expert mechanic along to do repairing and look after the cars at the night controls.

Ed. Kirk, of the United Garage, who handles the Thomas line exclusively, is attending the convention of the Thomas dealers in Buffalo. Since he has sold up on 1910 Thomas cars he has been living at his country home on the Maumee River, but will return to Toledo as soon as he can get a 1911 demonstrator. He had a good year on the Thomas last season, and could have disposed of several more if he could have obtained them. He will not conduct a garage for the coming season, having turned that over to the United Garage Company, which has been incorporated and will be run under a separate management. This will give Kirk all his time for the sale of automobiles.

The Goodyear Tire and Rubber Company will open a Toledo branch office and salesroom at 909 Jefferson Avenue. It will carry a complete line of tires and also conduct a repair department. The branch will be opened at once.

L. L. Blood, formerly manager of the old Twenty-first Street Garage, now the Toledo Auto and Garage Company, is again back at the old stand. This time he has the management of the sales department. The general management of the firm is under the direction of A. U. Campbell. The company has just signed a contract and put up deposits on 75 Hudson cars, and for the present most of Blood's time will be devoted to closing up with sub-agencies on that car. The company now has a number of sub-agents handling the Jackson and Everitt, and he will try to induce these to add the new line and will also appoint several new agencies.

The Toledo Timetest Tire Company has been incorporated, with C. F. Chapman, president; W. E. Courson, vice-president; P. E. Tracy, secretary and treasurer; G. W. Pratt, manager. The company will manufacture a puncture-proof tire filler, which looks much

like rubber, and which the company's officials say is more resilient. The city sales will be under the direction of A. J. Isenberg, who has already equipped the cars of several local motorists with the new composition. The company has a manufacturing plant and salesroom at 1012 Monroe Street.

C. J. Osborne, who handles the Clark cars in the northern Ohio territory, is at the factory in Shelbyville, Ind., where he will be for a few days. When he returns he will bring with him one of the new torpedo roadsters, which will be the initial appearance of that model in Toledo.

John N. Willys, president of the Willys-Overland Company, accompanied by his wife, has gone to New York for a few weeks vacation.

Before leaving, Mr. Willys said: "Since I purchased the old Pope-Toledo plant I have been steadily grinding away to get things running as I want them, and have taken very little rest. I feel that I should have taken a trip across the water, making a tour of Europe, but just now I cannot spare the time from my business. One thing sure, not one minute of the time in this little jaunt will be given up to business. It will all be spent with Mrs. Willys resting up for the heavy year that is in front of me.

"During the last few weeks the allied interests in Indianapolis and Toledo have been incorporated into the Willys-Overland Company of Toledo, with a capital of \$6,000,000. A complete inventory was taken and the business of the 1910 season was closed up. The figures shown were very gratifying to myself and made a far better showing than I had anticipated.

"Next season is going to be a hummer in both the Toledo and Indianapolis plants, and we shall not run one car short of an output of 25,000. My sales manager has enough orders closed up at present to guarantee that number, and from figures and comparisons from last year I am inclined to believe that we will receive orders for more than 25,000.

"As soon as Mrs. Willys and myself return to Toledo my entire attention will be turned to pushing work on the 1911 cars, and they are going to go through on schedule time. I have several plans to put through in the manufac-

turing end and by early fall this is going to be the smoothest running automobile plant in the country. Dealers who have their contracts signed up will get their cars according to the schedule if there is any possible way for us to do it. We had some trouble in turning out the cars fast enough to fill our orders last year, but, with the new plants working, I think this will be eliminated for 1911."

Cleveland

The Anderson Carriage Company, of Detroit, has opened a factory branch at 10550 Euclid Avenue, and has employed as manager G. H. Rempes, well known in the Cleveland electric field as a designer and sales manager. In addition to the sales department, the branch will maintain a large repair department which will be open day and night. The Cleveland branch is exceptionally well equipped, as the plant of the Elwell-Parker Company, owned by the Anderson Company, is located here. In this plant all mechanical parts of the Detroit Electric are made.

Frank L. Pierce, identified with the Gaeth Automobile Company since Paul Gaeth built his first car, has resigned to take charge of the Regal branch, which was established in Cleveland a week ago. For the last seven years Mr. Pierce has been general sales manager of the Gaeth Company, and his long experience in this territory specially fits him for the distribution of Regals throughout Ohio, Northern Kentucky and western Pennsylvania. The Regal branch was established following the resignation of J. C. Hipp, who has been agent in Cleveland for the Regal for several years. Mr. Hipp's contract expires September 1. The new Regal branch will be located in a large building leased at 1926 Euclid Avenue, in the heart of automobile row.

C. H. Rockwell, local representative of the H. H. Franklin Company, loaded all of his employees and their wives into five Franklin cars last week and led the way to Willoughby, where a picnic was held on the lake front. Baseball, boating and bathing were on the program, after which the party enjoyed an elaborate lunch, furnished by Manager Rockwell. The next outing which Mr. Rockwell plans for the employees of the agency is a trip to the ball game.

F. H. Hills, of the Olds Motor Works, and his family are touring Ohio in an Oldsmobile Limited.

L. L. Applebaum, formerly connected with the Cleveland agency for the Detroit Electric, has secured a position with the Oakland Motor Car Company and has located in Pontiac, Mich.

Frank J. Santry has left the Cleveland Maxwell branch to take a position with Morgan & Williams, Olds-Oakland agents at Warren, Ohio. A farewell dinner was given Santry by employees of the Maxwell branch.

A. S. Holden, Pacific Coast representative for the F. B. Stearns Company, has returned west after spending a week at the factory. Mr. Holden reports an active demand for Stearns cars in the West.

C. A. Morris, who for two years was connected with the Barger Automobile Company, is driving a Cadillac from Cleveland to Detroit and South Bend.

A. R. Davis, Ohio branch manager of the Studebaker Automobile Company, has been chosen a member of the Question Club, which admits but five new members annually from the United States.

INDIANA

Indianapolis

Another trade extension trip was made by the Indianapolis Trade Association on August 18 and 19, when sixteen cities and towns between Indianapolis and Paris, Ill., were visited. Among men identified with the automobile industry making the trip were: Will H. Brown, of the Overland Automobile Company; H. H. Hubbard and G. W. Chapman, of the G. and J. Tire Company; H. A. Townsley, of the Gibson Automobile Company; Dean Rice, of the Hearsey Willis Company; David Wallace, of the Indianapolis Motor Speedway, and J. H. Daugherty, of the Nordyke and Marmon Company.

The Washington Auto Company, organized last week, will establish a salesroom and garage in the downtown district. The company has been incorporated with an authorized capi-

talization of \$10,000 by F. J. Wallace, F. H. Keller, F. H. Bruhn and A. M. New.

The Willis-Holcomb Company has petitioned the Marion County Circuit Court for permission to change its name to the Holcomb Motor Car Company. Frank B. Willis has withdrawn from the concern.

The Flat Tire Club, composed of local automobile tradesmen, has resumed its daily noon luncheons at the Denison Hotel.

In addition to the prizes of \$1,000, \$500 and \$300 posted by the Indianapolis Motor Speedway for the 200-mile race of September 5, for cars of 600 cubic inches piston displacement or less, the Bosch Magneto Company has announced that it will give \$300, \$200 and \$100, respectively, for the cars finishing first, second and third, providing each car is equipped with a Bosch magneto during the race.

A novel, but possibly a practical, proposition has been submitted to the Board of Public Safety of Indianapolis, Ind., by W. R. Easterday, of that city. Mr. Easterday proposes to buy from the Gramm-Logan Motor Company 20 or more gasoline hose wagons and rent them to the city at \$1,000 a year each for use in the fire department. At this price, Easterday promises to maintain the machines and keep them running constantly. The board has the matter under consideration.

The Auto Traction Company, of Greenfield, Ind., has received a fourteen-passenger automobile, which it will run between Greenfield and Maxwell, connecting with the Indianapolis, Newcastle and Toledo Traction Company's line. A fare of 25 cents a round trip will be charged between the two points.

WISCONSIN

Racine

Indications are that the 1911 production of the Mitchell Lewis Motor Company, of Racine, Wis., will be larger by 3,000 cars than the output of 1910. The 1910 production was 5,000 cars. George Vernon Rogers, secretary of the Mitchell-Lewis Motor Company, has returned from an extended trip to South America, where several important agencies were placed. It is the plan of the company to allot 1,000 cars to foreign agencies during

1911. The Buenos Ayres agency for the Argentine territory has been placed with Stnirs Odell Hijos & Cia, who take 60 cars. The Uruguay agency has been placed with Luis Daglio & Cia, of Montivideo, and the Chili agency with Bozay Rivano at Santiago.

Beloit

The Vale Garage Company has sold out to Samuel Foster, the contract between the Vale Garage and Automobile Company and the Overland Automobile Company having expired. The Vale Company handled the Overland in five counties. Dr. P. A. Fox will be the Overland agent for Beloit.

J. C. Howell has resigned his position as assistant manager of the Warner Instrument Company, and in the future will be advertising manager for Reed & Barton Company, silver-smiths, with headquarters at Taunton, Mass.

Fond du Lac

The Crescent Motor Company, of Fond du Lac, has been reorganized. The owners are W. C. Reinig, F. G. Hurlburt and W. A. Meiklejohn. A new garage, 58 by 85 feet, and a repair shop, 24 by 60 feet, are being built.

C. F. Geisse, of Fond du Lac, is attracting considerable attention by his experiments with calcium chloride in its natural form, without water, as a dust-layer. Last July Mr. Geisse spread 200 pounds of ground calcium chloride on a dust stretch of road, 240 feet long and eight feet wide, and today the road is dustless and has a macadam-like surface. Salcium chloride at a cent a pound in small quantities would be a cheap substitute for oil preparations.

Madison

The city of Madison, Wis., will soon purchase a motor ambulance and patrol wagon. It is probable that an electric driven machine will be required.

MINNESOTA

Minneapolis

C. H. Woodruff, automobile manager for the Studebaker Brothers Company of Minnesota for the last year, has resigned his position with that company to take charge of the automobile department of the La Crosse Plow Company, manufacturers and distributors of Imperial automobiles. His headquarters will be at La Crosse, Wis.

Another addition to the automobile ranks of this city is the new garage of the Electric Carriage and Battery Company, at 1207 Harmon Place. It was designed by Feicke & Pursell, architects, and is said to be one of the most ideal for its purpose in the country. The building has resulted from the steadily increasing business realized by the concern on electrics, and will be used both as a salesroom and for storage.

Minneapolis will collect taxes next year on \$1,425,300, representing the assessment on automobiles, according to the figures just completed by City Assessor Fort. There are 2,630 machines on the tax lists this year, compared with 1,325 last year. The average of valuations also has jumped. Last year it was \$513; this year it is \$542.

One of the largest shipments of motor cars ever made to the northwest was forwarded recently over the Chicago and North Western Railway in a special train containing Overland cars en route to the Minneapolis agency to fill rush orders. A solid train of 25 Chicago



TRAIN OF TWENTY-FIVE CARS CARRYING 150

and North Western double decker cars, each containing six machines, was run special, direct from the Toledo factory to Minneapolis, at express speed. The whole journey occupied a little less than two days. It is believed that with the close of harvest this year the demand for automobiles in the West will swell to enormous proportions.

MASSACHUSETTS

Boston

John J. McNamara, who has been handling the automobile department of the *Boston Herald* for the past five years, resigned last week to take a similar position with the *Boston Post*. Howard Reynolds, automobile editor of the *Post*, has been made sporting editor of that paper. They are both widely known in motor circles.

The firm of H. C. & C. D. Castle has been merged with the Lozier Sales Company and will handle the Lozier cars in the eastern section of Massachusetts. The officers of the new company are: H. C. Castle, president; Mr. Prescott, vice-president, and E. H. Ellison, secretary.

The arrival of the Munsey tour in Boston on the afternoon of August 18, attracted a lot of attention when the cars paraded downtown through the business section. If it had been an A. A. A. affair that all the papers had been covering from the start, many who saw the tourists would not have had to ask who and what they were. The tourists were welcomed at city hall by Mayor Fitzgerald, who wrote his autograph on the hood of the Selden car apposite that of Mayor Reyburn, of Philadelphia. On the run to Boston, some of the drivers were held up by the police at

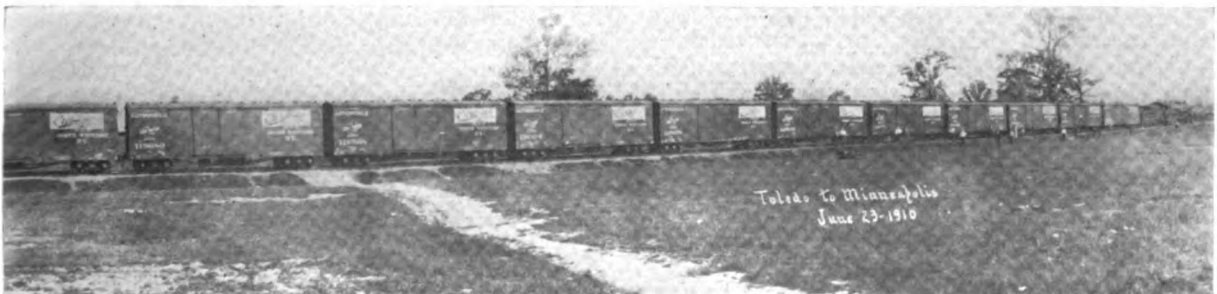
Providence, and the driver of a Brush, who was fined \$18 for speeding, wanted a receipt from the judge. The latter told him his liberty was receipt enough. The party started Friday for Portland in a driving rain.

C. P. Hulst, sales manager of the Pullman Company, has been in Boston for several days closing up agencies for that car with New England dealers.

Fred W. Nichols, who had been with the Boston branch of the Studebaker Company for some years, has gone with the Whitten-Gilmore Company as a salesman.

The S. M. Supplies Company, which has been in the motor business for a little more than a year in Boston, has decided to close out its local branch. The company had the Inter-State and the Brush, with Victor Charles as manager. The contracts with both expire shortly, and everything will be closed up. The Brush will probably be handled through the U. S. Motors establishing its own branch. It is said that the Inter-State will also open its own branch and Mr. Charles will be appointed manager. Both cars have had a good sale here. The S. M. Supplies Company is a big corporation, with lots of money, but it has so many other interests that the directors felt that it would be best to drop the motor end, even though it had proven a success.

Boston was well represented at the convention of Thomas dealers at the factory in Buffalo a few days ago. Manager C. S. Henshaw, of the Boston branch, with J. E. Quimby and H. C. Henderson of the sales force, were there, and C. E. Whitten, who handles the Thomas at Lynn, also attended the meetings.



OVERLAND CARS FOR DISTRIBUTION IN THE WEST

PENNSYLVANIA

Philadelphia

William F. Lehman, one of the pioneers in the local automobile trade, has become connected with Thomas Roberts in the sales department of the Philadelphia branch of the Maxwell-Briscoe Company. Mr. Lehman has been in the trade since 1899, and is conversant with all details of the business. He has been identified with tire and accessory houses, automobile factories and agencies. His latest connection was with the Longstreth Motor Car Company, agents for the Pullman and Alco.

Two models of the 1911 White gasoline cars have been received by Evans Church, the local White manager. They are a torpedo type car and a toy tonneau.

Gawthrop and Wister, agents for the Elmore are moved into their new building at 242 North Broad Street. The structure was built specifically for automobile sales and storage purposes. It is of concrete, 78 by 200 feet. The first floor is devoted to the salesroom, and a mezzanine floor in the rear is given over to the offices. The second floor is used for storage and showroom for used cars. The company will continue to use the garage at 223-25 North 16th Street, which has served as headquarters during the erection of the new building. The company's territory has been enlarged to include the eastern part of Pennsylvania, eastern and southern sections of New Jersey, all of Delaware and half of Maryland. They have established twenty sub-agencies in this territory and have placed orders for 350 cars for the season. The new model 25, of the 1911 line, has reached this city and is now on view in the salesroom.

The Consolidated Rubber Tire Company, manufacturers of the Kelly-Springfield pneumatic and solid tires, will remove shortly to more commodious quarters at 208 North Broad Street. In the new building the company will have double the floor space available in the old establishment.

The Motor Specialties Sales Company, dealers in motor accessories, has opened at 1327 Race Street. The salesrooms are under the management of W. C. Rupp.

Emerson Jackson and William Walter, formerly connected with the Longstreth Motor Car Company, have formed a company to handle the Owen car in this territory. The firm name is the Jackson-Walter Company.

F. W. Eveland, manager for A. G. Spalding and Brother, who sell the Babcock electric and the Stevens-Duryea in this city, has returned from a conference of Babcock agents in Buffalo full of optimism regarding the outlook for electric cars in the vicinity of the Quaker City.

Reading

Schrader & Kline, a big furniture house at Reading, Pa., is one of the latest firms in that city to do away with the delivery horse and adopt the commercial vehicle truck. The firm does a large business in all parts of Berks County, and has met with much success on long trips with automobile trucks.

W. W. Wunder, secretary of the Pennsylvania State Firemens' Association and manufacturer of fire apparatus at Reading, Pa., who is about to take up the manufacture of automobile trucks for fire department purposes, has received a number of orders, and this before he has new plant in operation. He will build hook and ladder trucks, combination hose and chemical wagons and steamers.

KENTUCKY

Louisville

T. L. Marshall, of the Marshall-Clark Motor Car Company, has returned from a trip to the Maxwell factory at Newcastle, Ind., making the round trip in a Maxwell runabout. The car had no difficulty in climbing the steep hills of southern Indiana.

The Bauer Machine Company, of Jeffersonville, Ind., opposite Louisville, has increased its capital stock from \$15,000 to \$45,000. It manufactures automobile parts, and will develop that business considerably, installing a new equipment and enlarging its capacity. It has contracts with some of the leading Indiana factories.

Prince Wells Company, of Louisville, has been given the agency for the Continental tire for the entire State.

Louisville dealers are complaining that the margin of profit on automobile tires is growing too small to make the business worth having.

The Atlas Machine Company, agents for the Marmon, has increased its allotment of the car for 1911. Manager W. A. Chick was in Indianapolis this week urging a hurry-up shipment of the new models.

The Southern Auto Sales Company, agents for the Ohio, has moved its quarters from Fourth Avenue and Green Street to a new garage at Brook and Ormsby Avenues.

The Glossbrenner Commercial Car Company, agent for the Rapid truck, has added the Inter-State "40" to its line. A 1911 model has arrived and is being used for demonstration purposes.

A. L. Martin, manager of the Southern Motor Sales Company, representatives of the Cole "30" for a large part of the South, has returned from a tour of his district, during which he arranged for a branch of the company at Memphis, from which the distribution in western Tennessee, Mississippi and Arkansas will be handled. Agents were appointed also at Nashville, Knoxville and Jackson, Tenn.

NEW JERSEY

Newark

The territory for the sale of Lozier cars in New Jersey, formerly controlled by the Linkroom Automobile Company, of this city, has been taken over by the New York branch of the Lozier Motor Company, and hereafter the Lozier will be sold in northern New Jersey direct from the Manhattan branch. As predicted a couple of weeks ago, S. H. Stein, formerly manager of the Linkroom Automobile Company, has made arrangements with the Lozier Company to devote his time to developing trade in this section, and will have a demonstrating car at his service at all times.

One of the new types of the Stoddard-Dayton for 1911 has arrived at the showrooms of

the local agents, the Atlantic Motor Car Company, 228-230 Halsey Street. It is the five-passenger "40" touring car, which has a wheelbase of 120 inches, an increase over last year's type.

The new models of the Chalmers "30" and "40" were received this week by the Paddock-Zusi Company, local agents. They are both touring car types. There is very little change in the mechanical features of these cars over the 1910 models.

The 1911 Hudson is announced as ready for delivery. The new car is on exhibition at the local agency at 237 Halsey Street, and, as was the case last year, is attracting much attention.

CONNECTICUT

Stamford

The charging of storage batteries is such a simple matter that many automobile owners who have not previously cared to go to the expense of purchasing a large and costly charging plant, but still had suffered from the inconvenience, expense and delay of sending their batteries to the garage, electric light station or returning to the manufacturer for recharging, will be glad to learn that the Engineering Electric Manufacturing Company, of Stamford, Conn., has placed on the market various sizes of small charging outfits, selling at moderate prices, which enables the automobile owner to charge his battery without removing it from the car. These outfits are made in sizes suitable for charging batteries usually carried on cars for sparking, electric horns, etc.

The result of the present method of sending batteries out to be charged has been that it is available for the owner's use only a part of the time, or else the inconvenience and delay has led him to use the battery only as a luxury, thereby losing the greater part of the usefulness and pleasure which the battery is capable of giving.

Advertising is a *force* or a *farce*, according to the way it's done. Some advertisers try to kill a fly with a cannon-ball. Others try to drive an iron girder with a tack hammer.

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INCORPORATIONS

Indianapolis, Ind.—The Mais Motor Truck Company, with \$500,000 capital. Incorporators: A. W. Maikham, E. W. Spencer and Charles Fishrer.

Minneapolis, Minn.—Alco Motor Sales Co., with \$50,000 capital. Incorporators: M. R. Nymma, R. J. Powell and H. W. Volk.

Atlanta, Ga.—Primo Motor Car Co., with \$150,000 capital.

Louisville, Ky.—Broadway Auto Co., with \$10,000 capital. Incorporators: Edward Hagg, O. S. Motte-ler and W. E. Huffaker.

Ann Arbor, Mich.—Huron River Mfg. Co., with \$100,000 capital. Incorporators: D. C. Chipman, C. E. Hiscock, G. Seybold and others.

Chicago, Ill.—Elmore Motor Co., with \$1,500 capital. Incorporators: G. W. Gibbs, Ida S. Goss and Edmund H. Griffin.

New Bremen, Ohio.—Case Motor Car Co., with \$50,000 capital. Incorporators: J. H. Grothaus, J. F. Lanfersich, Edmund Grothaus and O. J. Boesel.

Cleveland, Ohio.—The Consolidated Motor Car Co., with \$4,000,000 capital. Incorporators: G. A. Howell, L. R. Canfield, T. D. Canfield and J. L. Bradley.

Topeka, Kan.—Ford Motor Sales Co., with \$10,000 capital. Incorporators: E. T. Guymon, Francis Guymon, A. H. Lewis, J. C. Petro and C. M. Williams.

Sandusky, Ohio.—Star Garage & Taxicab Co., with \$20,000 capital. Incorporators: T. J. Herman, J. E. Herman, C. C. Herman and W. L. Finnegan.

Newark, N. J.—New Jersey Overland Co., with \$100,000 capital. Incorporators: W. F. Acker, H. Heinsheimer, R. D. Crocker and H. H. Poole.

Ft. Wayne, Ind.—Ft. Wayne Automobile Mfg. Co., with \$20,000 capital. Incorporators: L. J. Wilrath, G. T. Fox, W. H. Rohan, G. P. Dudenhofer and others.

Rochester, N. Y.—Hazard Motor Mfg. Co. Incorporators: E. C. Hazard, G. E. Hazard, G. R. Coates, J. F. Allen and W. B. Crittenden.

New Albany, Ind.—Borgerding Motor Car Co., with \$25,000 capital. Incorporators: Hermann H. Harry E. and Leonard B. Borgerding.

Jersey City, N. J.—Madison Auto Co., with \$25,000 capital. Incorporators: W. W. Stewart, W. S. Rewland and C. W. Grant.

Philadelphia, Pa.—The Great American Automobile Co., with \$1,500,000 capital. Incorporators: Samuel Quinn, Charles N. Lee, L. H. Van Biggle and H. W. Davis.

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tle; sacrifice; owner leaving for Europe.

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Oldsmobile, 1909 touring car; used less than
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Ford, runabout; like new; will be sold for best
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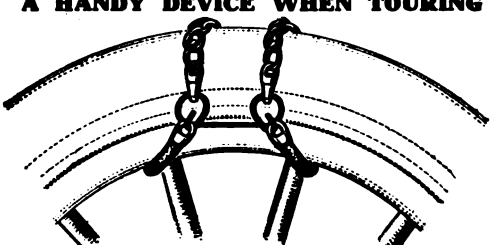
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Automobile Calendar

August 26, 27.—Elgin Road Races to be held under the auspices of the Chicago Motor Club.

August 31 to September 8.—Nine-day Reliability Run, under the auspices of the Automobile Club of Kansas City, Mo.

September 2, 3, 5.—Three-Days' Automobile Race Meeting at Indianapolis Motor Speedway.

September 3-6.—Liedekerke Cup, Ostend Cup and Voiturettes Race, under the auspices of the Royal A. C. of Belgium.

September 5, 10.—Automobile Races at the State Fair at Minneapolis, Minn.

September 7, 8, 9 and 10.—Reliability Run, under the auspices of the Automobile Club of Buffalo, N. Y.

September 9 and 10.—Track Meet at Providence, R. I., under the auspices of the Rhode Island Automobile Club.

September 10.—The race over San Francisco Park roads and boulevards, under the auspices of the Automobile Club of California.

September 10, 11 and 12.—Reliability Run, from New York to the Catskill Mountains, where a hill climb will be held on the 12th, under the auspices of the Motor Contest Association.

September 12 to October 12.—Automobile Races held in connection with the Appalachian Exposition at Knoxville, Tenn.

September 15.—Hill Climb at Oklahoma City, Okla., under the management of the Oklahoma Automobile Club.

September 15-22.—Road Races to be held at Lowell, Mass., under the auspices of the Lowell Automobile Club.

September 17.—American National Championship Balloon Race, to be held in Indianapolis, Ind.

September 17.—Power Boat Race through Whirlpool Rapids, Niagara Falls, N. Y., for purse of \$1,000 and a gold cup.

September 17.—Track Meet, under the joint auspices of the Automobile Club of Syracuse, N. Y., Syracuse Automobile Dealers' Association and the New York State Fair Association.

September 17.—Track Meet, held under the auspices of the Norristown, N. J., Automobile Club.

September 18.—Semmering Hill Climb, A. C. of Austria.

Please Mention AUTOMOBILE TOPICS When Writing.

August 27, 1910

AUTOMOBILE TOPICS

1421

September 21, 22, 23.—Three-day Reliability Run, under the auspices of the Louisville, (Ky.) Automobile Club.

September 24.—Annual Santa Monica Road Race, under the auspices of the Licensed Motor Car Dealers' Association, of Los Angeles, Cal.

October.—Reliability Run, under the auspices of the Chicago Motor Club.

October.—Reliability Run, under the auspices of the Worcester (Mass.) Auto Club.

October 1.—Sixth Annual Vanderbilt Cup Road Race to be held on the Long Island Motor Parkway and the surrounding roads. Under the auspices of the Motor Cups Holding Company.

October 1.—Track meet at the Illinois State Board State Fair at Springfield, Ill.

October 2.—Gaillon Hill Climb, promoted by L'Auto.

October 6, 7 and 8.—Automobile Races at the Orange County Carnival at Santa Ana, Cal.

October 7, 8.—Race Meet at the Indianapolis Motor Speedway. Indianapolis, Ind.

October 7 to 11.—Virginia Reliability Run, under the auspices of the Washington (D. C.) Post.

October 8.—Automobile Races at the Interstate Fair. Spokane, Wash.

October 8.—Date selected for the start of the Chicago-New York Aeroplane Race, under the joint auspices of the New York Times and the Chicago Evening Post, for a \$25,000 prize.

October 8.—Third Annual Fairmount Park Race, under the auspices of the Quaker City Motor Club, Philadelphia.

October 8 to 13.—The St. Louis National Aero Show, to be held in the Coliseum Building, under the auspices of the Aero Club of St. Louis.

October 10 to 15.—Track Meet at the Arkansas State Fair at Hot Springs.

October 15.—Race for the Grand Prize of the Automobile Club of America to be held over the Long Island Motor Parkway and adjoining country roads.

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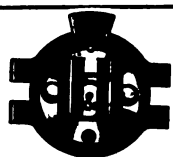
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October 23.—The Portola Road Race in San Francisco, Cal.

October 27, 28 and 29.—Three-day Track Meet, under the auspices of the Dallas (Tex.) Automobile Club.

November 5 and 6.—Track Meet, under the auspices of the New Orleans (La.) Automobile Club.

November 5, 7.—Los Angeles-Phoenix Road Race.

November 10, 12 and 13.—Track meet at San Antonio, Tex., under the auspices of the San Antonio Automobile Club.

November 24.—Mile High Hill Climb at Redlands, Cal., under the auspices of the Mile High Hill Climb Association.

November 24.—Road Race, under the auspices of the Savannah (Ga.) Automobile Club, over roads in the vicinity of Savannah.

November 24, 25 and 26.—Race Meet at the Los Angeles, Cal., motordrome.

December 1 to 8.—First Annual Aeronautical Exhibition under the auspices of the Aero Club of Illinois. To be held in the Chicago Coliseum.

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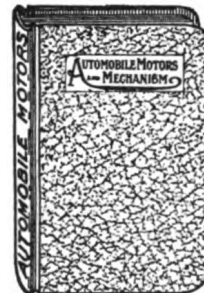
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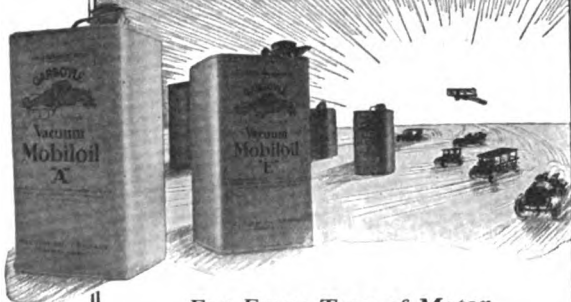
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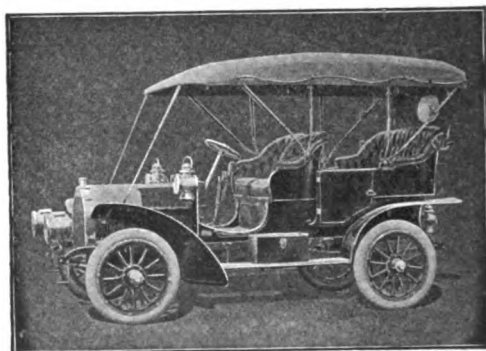
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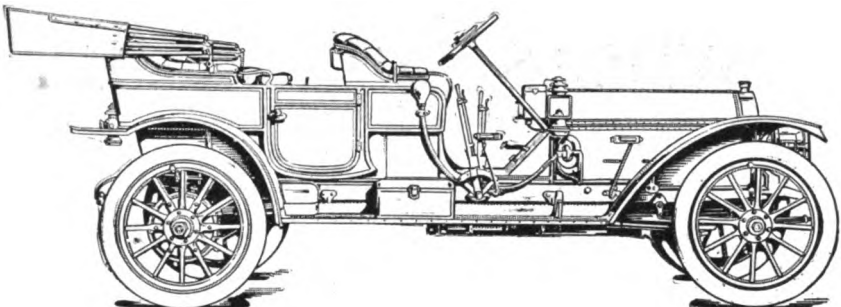
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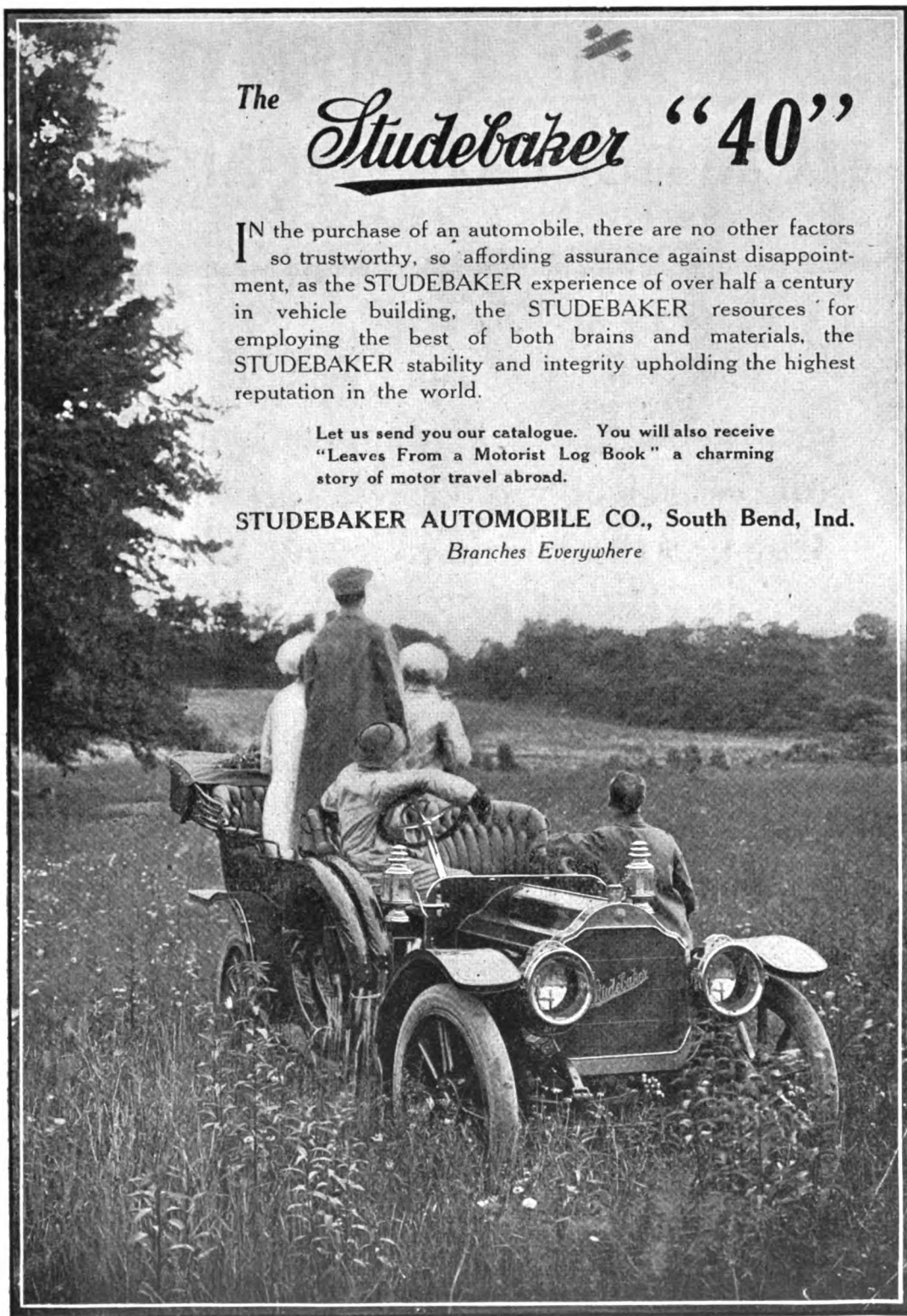
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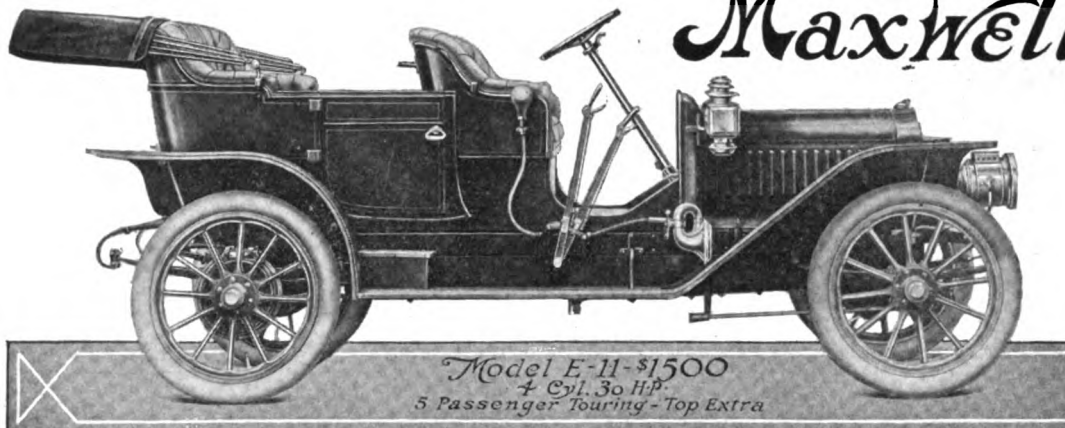
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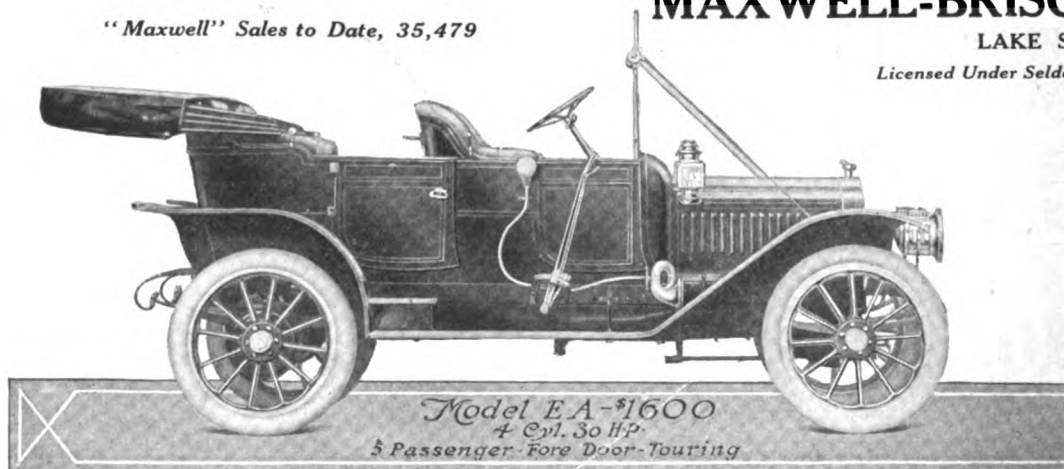
We believe in uniformity. The Maxwell is not built for speed to the exclusion of more vital motoring requirements. Beautiful appearance has not alone been attained to the sacrifice of mechanical efficiency. Our idea is equal reliability and superiority in every part—in a word—composite perfection. That's why the Maxwell doesn't break down first here and then there like many cars. They give years of staunch, durable service—have an abundance of power—offer all the speed any sane driver could ask for or use.

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"Maxwell" Sales to Date, 35,479

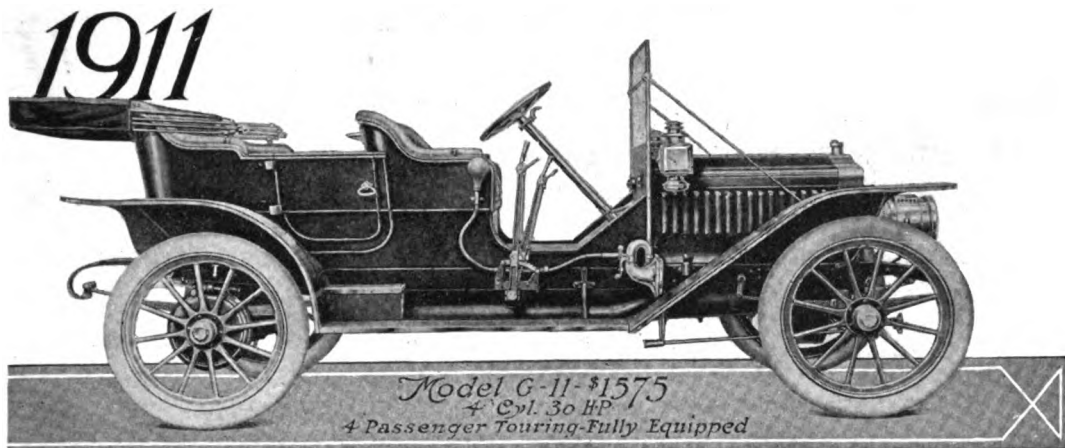
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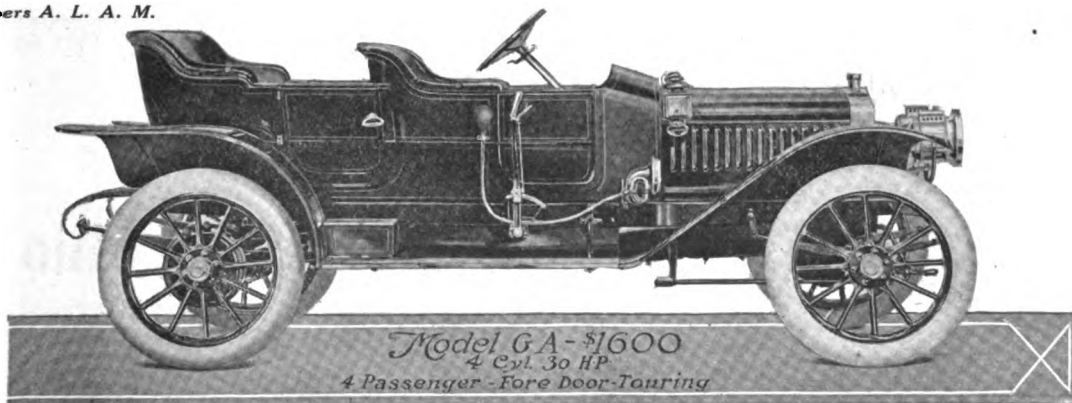
We want you to know all about automobiles. For the more you know about automobiles generally the more you will want a Maxwell. "How To Judge An Automobile" is a practical treatise which describes and illustrates automobile mechanism from the ground up. And our semi-monthly publication "The Co-operator" keeps you posted fully on all motoring subjects. We will gladly send you these free, together with our beautiful new catalog showing all of the new Maxwell models—upon request. Mail postal today. Just say "Mail Books."

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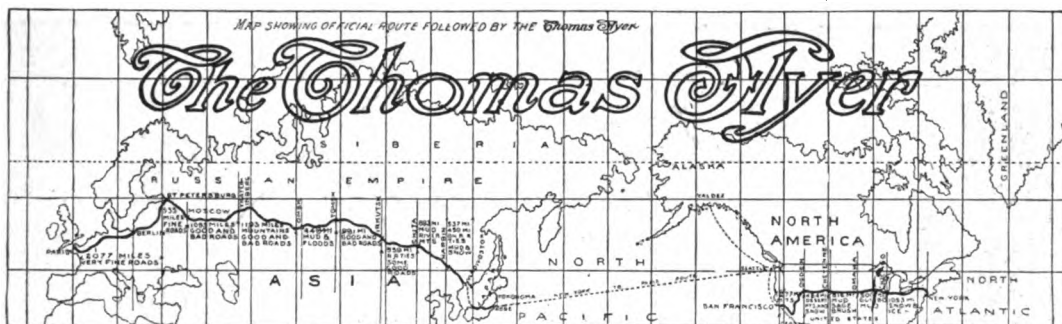
Breaking the World's Record by 57 Miles

From start to finish the Stearns ran like a watch, averaging over 52 miles per hour, including stops for oil, gasoline, etc. This is the greatest achievement in the history of 24-hour races and is another splendid tribute to the speed and power of the Stearns.

THE F. B. STEARNS CO., Cleveland, Ohio

Licensed Under Selden Patent

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We Have Just Completed a \$200,000 Addition to Our Plant and Machine Equipment--for the Sole Purpose of Eliminating Night and Rush Work, so prevalent in automobile construction and so detrimental to high class workmanship, **AND TO BRING THOMAS CARS, ALREADY FAMOUS FOR RELIABILITY, TO THE HIGHEST POSSIBLE STANDARD OF MECHANICAL PERFECTION.** We built 1158 cars during the season of 1909-10, all of which have been sold and shipped. With facilities increased at least 30 per cent. we will build, only 1192 cars, for 1910-11 season, less than six-tenths of 1 per cent. of the entire automobile output.

Our New 1909-10 Long Stroke, Large Valve Motor

which is now in almost universal use abroad, combined with six-cylinder flexibility is a wonderful improvement, as it enables the car to run, loaded with passengers, on high gear, without changing, as slowly as two miles per hour amidst the crowded traffic of city streets and to ascend steep hills, on high gear, with the same ease and pleasure as on the level.

Owners Will Tell You

of this wonderful improvement. Truly, its performance is a revelation and the sensation of the season. Our demand more than doubled that of previous years; the factory was rushed night and day and the volume of business was the largest in our history.

We know that with the wonderfully increased popularity of Thomas Cars that our demand will again double for the season 1910-11, and will greatly exceed our capacity to produce, but regardless of this demand it is our fixed policy to make no more cars than above indicated, having in mind a purpose to manufacture a car of the highest standard of workmanship, material and design. Regardless of financial conditions throughout the country, or competition, we could build up to a much larger percentage, but nothing will induce us to build a single car more than our normal capacity at nine hours per day.

In pursuance of this policy our entire factory has been working on 1910-11 models every day since last May, except three days for inventory, and by reason of our safe and sane policy, factory conditions have been improved over 100 per cent. and routine shipments of 1911 models will begin in August, details of which will be given later.

Every one with a grain of automobile knowledge knows that Thomas Cars have the most up-to-date design in America and we believe before the close of 1910-11 season that from the standpoint of smoothest and best performance, best design and mechanical perfection, they will be the recognized leaders of the American automobile industry.

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Automobile Topics

Illustrated

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NEW YORK, SEPTEMBER 3, 1910.

No. 22.

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THE NATIONAL STOCK CAR RACES AT ELGIN, ILL., AUGUST 27—MULFORD (LOZIER) WINNER OF THE BIG EVENT,
THE ELGIN NATIONAL TROPHY RACE

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS

Vol. XX.

NEW YORK, SEPTEMBER, 3, 1910

No. 22

TOPICS

A READER OF AUTO-
MOBILE TOPICS
who has been

abroad, and therefore far removed from current happenings in this country, recently obtained enlightenment regarding the latest doings in automobile legislation, and he relieves his mind by writing the following letter:

Having been absent from America some months, I have enjoyed looking through your issues of the 9th and 16th of July, found in the reading room of this steamer. I was especially interested in the new automobile legislation of New York and Massachusetts, especially as directed against New Jerseyites, of which I am unfortunate enough to be one.

I for one will not in the future vote for any Governor or member of the House of Representatives or the Senate of the State of New Jersey until they have put themselves on black and white that they are for changing the New Jersey automobile laws, allowing all other motorists of other States who have complied with the laws of their own State to enter the State of New Jersey with their own State license tag without let or hindrance.

I think that the great majority of New Jersey auto owners are of the same opinion, and if they would only take the same stand as I intend to I think New Jersey would soon change her long-standing, obnoxious "You can't play in my yard" law.

Our correspondent put his finger on the nub of the matter. If the thousands of motorists in New Jersey would agree not to vote for any candidate for public office who will not put himself on record as being in favor of just and reasonable laws affecting motorists, there would be a quick change of attitude on the part of such candidates. Once let it become known that motorists are in earnest, and the

justice they pray and have pleaded for so unsuccessfully will be granted them.

THERE IS A CERTAIN grim humor in the turn the registration war between the States has taken. For years New York has been an "easy mark," extending its privileges to residents of other States—even to those of that Pariah among commonwealths, New Jersey, consequently, thousands of New Yorkers refrained from taking out New York licenses, small as was the fee, driving under New Jersey certificates instead. Finally New York passed the Callan law and said to her sisters in the Union: "We will hereafter treat you just as you treat us—or at least that was what everybody (including New Yorkers) thought she said. But an astute attorney general has discovered that the Callan law is a horse of an entirely different color. Instead of turning the cold shoulder to New Jersey alone, as was generally expected, all that do not extend to New York motorists reciprocal privileges, item for item and word for word, are included in the ban that has gone forth. New York recognizes the registration numbers of any other State and requires nothing but the display of such numbers—provided such State does exactly the same thing with respect to New York registrations. But if New Yorkers are required to take out temporary licenses, or to pay a fee, or are restricted as to number of days in which they can drive—it is all off. These are not reciprocal privileges. So off go all Eastern States except little Delaware, which has no strings tied to the reciprocal part of its law.

IT IS EASY TO SEE where all this will lead. Each State that New York moves against—and this is practically the entire East—will come back with equal vigor, and in a short time the touring motorist will be entangled in a maze of reprisal measures that will leave him dazed and bewildered. There is only one consolation in it all: It will lead to some agreement or arrangement between the States—perhaps to the passage of a Federal law. The present condition is becoming intolerable, and enforcement of the present bad laws is the best way to bring about their repeal.

THE MODERN equivalent of Pandora's fabled box appears to be New Jersey's Frelinghuysen law. A pretty crop of troubles has resulted from that measure, and the end is not yet by any means. The New York law is having the same effect on other States as the shaking of a red flag at a bull, and before long we shall be unable to travel from one State to another without a special dispensation—if we go in an automobile.

NEW JERSEY has a law requiring the carrying of lights on all vehicles. Owners of horse-drawn vehicles observe it or not—usually the latter—as they choose, but we don't find the papers full of items relating to their arrest and fining for violation of the law. But let a motorist transgress—even if accidentally—and the whole police force is "on the job."

A PROMINENT New York official estimates that the use of the motor car had increased the capacity of city streets sixfold over that of horse-drawn vehicles. And New York streets are still badly congested.

THERE IS TALK of erecting a monument at the summit of Jacob's Ladder, the famous Berkshire hill which has been shorn of its terrors by the building of a State road to take the place of the trail which automobiles formerly had to climb. An even better idea would be to keep the new road in order; it is deteriorating rapidly, as we learned in driving up it recently.

THAT INVALUABLE PERSON, the statistician, has discovered that nearly ten times as much money is spent annually for liquor and tobacco

as for automobiles. And it will not be denied that the latter do some good.

THE PRESIDENT of a large New Jersey automobile club rises to ask why cities should not expect horse owners to bear the cost of cleaning the streets, in view of the fact that motorists are taxed to provide money for road maintenance. Why not? And why not expect every public utility to be supported by some special class of users. Let us be consistent while we are about it.

MONMOUTH COUNTY has been sign-posted by the New Jersey Automobile and Motor Club and visitors to the shore resorts and Lakewood will reap the benefit. Before the end of September nearly all the roads of Northern and Central New Jersey will have been thoroughly sign-posted and danger signals erected and the work will be continued in Southern New Jersey. Now let the club send in a bill to the State to cover this work.

THE LATEST ENTERPRISE among English country girls is opening tea rooms for automobilists who journey through villages far from railroads. Hitherto the only possible place to stop for the cup that cheers has been the village inn, where the tea may or may not be to the taste of the city dweller; generally it is not.

A WELL-KNOWN CHAUFFEUR was confronted with a dilemma recently. His birthday, his wedding day and the time set for a tour in which he expected to take part all fell together, at practically the same time. He chose to take part in the tour, and, as he could not shift his birthday, he had to let that go by the board, but our readers will rejoice to learn that the lady was complacent enough to change the wedding day, so that everything turned out happily.

A DESCENDENT of Napoleon has become a motorist. Wonderful changes have occurred since the time of the great Corsican, and it is long odds that if he lived today the motor vehicle would play a large part in warfare.

IT BEGINS TO LOOK as if we might have some light thrown on the alleged misdeeds of former State Engineer Skene, whose road construction work in New York was severely criticised.

Preparing for Vanderbilt and Grand Prize Races

With the day of the race less than a month away, the interest taken in the Vanderbilt Cup race, the first of the two big road races which are to be run over the Long Island Motor Parkway and adjacent roads on October 1 and 15, is greatly increasing. At the present writing—Thursday—ten cars have been nominated to compete for the Vanderbilt Cup and one car each named for the Massapequa Sweepstakes and the Wheatley Hill Sweepstakes, which will be run in conjunction with the race for the big trophy.

The Motor Cups Holding Company, which is promoting the Vanderbilt and Grand Prize races, announced that the following cars, with drivers and entrants, had been named for the Vanderbilt:

Simplex, Ralph E. Beardsley, Simplex Auto Co.
National, not named, National Motor Vehicle Co.

Alco, Harry F. Grant, American Locomotive Company.

Benz, David Bruce Brown, Benz Import Company.

National, not named, National Motor Vehicle Co.

Simplex, Leland A. Mitchell, Henry B. Harris.

Pope-Hartford, not named, B. C. Fincke.

Pope-Hartford, not named, H. Emil Holt.

Benz, Edward Hearne, Benz Import Co.

Benz, George Robertson, Benz Import Co.

Massapequa Sweepstakes

Cole "30," "Bill" Endicott, Cole Motor Co.

Wheatley Hills Sweepstakes

Mercer, E. H. Sherwood, Washington A. Roebling, 2d.

For the Grand Prize race there are entered to date fourteen speedy cars of American and foreign manufacture, and these will be driven by racing pilots of international and world-wide fame. The cars, drivers and entrants are as follows:

Alco, Harry F. Grant, American Locomotive Company.

Benz, Barney Oldfield, Benz & Company.

Benz, Victory Hemery, Benz & Company.

Benz, George Robertson, Benz & Company.

Fiat, Louis Wagner, Fiat Auto Company.

Fiat, Ralph De Palma, Fiat Auto Company.

Fiat, Felice Nazzarro, Fiat Auto Company.

Marmon, not named, Nordyke-Marmon Company.

Marmon, not named, Nordyke-Marmon Company.

Marmon, not named, Nordyke-Marmon Company.

Marquette-Buick, Louis Chevrolet, Marquette Motor Co.

Marquette-Buick, Robert Burman, Marquette Motor Co.

Marquette-Buick, Arthur Chevrolet, Marquette Motor Co.

Roebling-Planche, W. A. Roebling, 2d, W. A. Roebling, 22d.

The latest entry announced by William K. Vanderbilt, Jr., president of the Motor Cups Holding Company, is the Mercer car for the Wheatley Hills Sweepstakes. The car, which is made by the Mercer Automobile Company, of Trenton, N. J., is owned by Washington A. Roebling, 2d. Mr. Roebling has named E. H. Sherwood, a driver who has been doing brilliant work on road and track, to pilot his car. The machine has a bore of $4\frac{3}{8}$ inches and a stroke of 5 inches, making a piston displacement of approximately 300 cubic inches. To be eligible to compete for the Wheatley Hills trophy cars must have a piston displacement of 231 to 300 cubic inches.

This is the second car entered for the coming Long Island races by Mr. Roebling. Several weeks ago he entered a Roebling-Planche car in the Grand Prize race, which occurs on the Parkway October 15. Already Mr. Roebling has secured racing quarters for his racers at the Garden City garage.

An additional prize of \$1,000 will be given to the winner of the Wheatley Hills trophy in the Long Island Motor Parkway Sweepstakes. The distance for the Wheatley Hills Sweepstakes is 189.60 miles, and to total this mileage cars will have to cover the 12.64 miles circuit just fifteen times.

Work of preparing the course for the contests began last Monday, under the supervision of Andrew Brothers, who have prepared the circuits for previous Vanderbilt Cup races. Every detail to road construction that will insure safety to contestants and to the public will be carefully carried out, and the course will be "massaged" until it is in perfect form.

Complying with the urgent requests of several of the drivers of the high-powered cars who are to compete, among whom are Ralph De Palma and George Robertson, the turns of the circuit will not be banked this year as formerly has been done. Instead, several of the turns, notably the one at Westbury, will be broadened and made flat, so that a wider radius to the turn will be possible. However, the Massapequa turn, which has an acute angle,

will require some banking, and it will be widened also.

Oil for the course already has been ordered and the surface will be sprinkled at least ten days before the first practice morning for the Vanderbilt Cup race, which is September 20. Immediately after the Vanderbilt race gangs of men will be put to work oiling the roads for the Grand Prize race.

Practice for the Grand Prize race will begin on Tuesday, October 4. Drivers in both contests will be permitted to practice daily, except Sundays, between the hours of 5 and 8 o'clock in the morning. The cars formally entered in both races will carry during practice spins an official radiator plate, furnished by the Motor Cups Holding Company, and cars not bearing

one of these emblems will be excluded from the course during the practice periods.

In order to have everything in ship-shape condition for the transportation of the thousands who will witness the races, the promoters have already started arrangements in this direction. Thus far arrangements are under way with several companies whose ferries will leave the Connecticut and New York shores on days preceding both races, September 30 and October 14, arriving on Long Island in due time to allow the passengers sufficient time to reach points of vantage along the course. The ferries are: Rye, N. Y., to Seaclyff, N. Y.; Stamford, Conn., to Cold Spring, L. I.; Bridgeport, Conn., to Port Jefferson, L. I.; New London, Conn., to Greenport, L. I.

Trouble Brewing Over New York Law

As AUTOMOBILES TOPICS goes to press the time set for the enforcement in New York State of the Callan law, viz: September 1, is at hand, and it is expected that there will be exciting times in consequence. Not only are many motorists who applied for registration still without their numbers, and a larger number of chauffeurs yet unlicensed, but thousands of tourists are now in New York carrying only the registration tags of their own States. Consequently it is a certainty that if the police enforce the law strictly hundreds of drivers will be held up and put through the judicial mill.

Perhaps the greatest trouble will come as a result of Attorney-General O'Malley's decision regarding non-resident motorists. In that decision, as stated last week, he holds that Delaware is the only Eastern State which really reciprocates with New York and that, consequently, its citizens are the only ones who need not take out New York licenses when entering this State. All other Eastern States impose restrictions on New Yorkers, and therefore cannot be received with open arms. The full list of States which the New York officials regard as reciprocating in full is as follows:

Delaware, Illinois, Indiana, Iowa, Kentucky, Michigan, Nebraska, Ohio, Oregon, North Dakota, Utah, Washington, Wisconsin.

Residents of the following States may not operate their cars in New York State without registering their cars there:

Alabama, Arkansas, Arizona, California, Connecticut, Colorado, District of Columbia, Florida, Georgia, Idaho, Kansas, Maine, Maryland, Massachusetts, Minnesota, Mississippi, Missouri, Montana, New Hampshire, New Jersey, New Mexico, Nevada, North Carolina, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Vermont, Virginia, West Virginia, Wyoming.

An important ruling as to the right of persons to drive with chauffeurs' licenses was also made by Attorney-General O'Malley. The following questions were asked him:

1. May an elective or appointive officer of a municipality, which officer is under salary, drive a motor car belonging to such municipality if he is not a licensed chauffeur?
2. May the officers of a corporation, who are under salary, drive a motor car belonging to that corporation if they are not licensed chauffeurs?

His reply was as follows:

The statute allows owners of motor vehicles to operate them without any examination or license. It requires all chauffeurs to pass an examination and secure a license. The act defines a "chauffeur" as any person who operates or drives a motor car as an employee or for hire.

In my judgment, both of these questions should be answered in the affirmative. The act intended that all persons making a business of driving motor vehicles should be licensed. This, however, would not apply to officers of a corporation, either municipal or private, who stand very much in the position of owners, and who operate a motor car owned by the corporation, not for hire or as an employee in that particular capacity, but rather incidentally to their regular or usual duties and services.

Dixie II. Wins Again

The superior reliability of American engines over those constructed abroad was again forcefully demonstrated last week at Alexandria Bay, N. Y., when the Dixie II. won the International Cup presented by the Thousand Islands Yacht Club and the Royal St. Lawrence Yacht Club of Montreal. The two English power boats which were brought to this country to compete in the recent Harmsworth trophy race were entered in the races on Alexandria Bay on August 25, 26 and 27, but mis-haps eliminated them from the series of three races which were run to decide the winner of the cup.

On the opening day of the meet, Thursday, August 25, four boats started in the first of the series at 30 miles, three times over a 10-mile course. They were the Pioneer, Zigarella, Dixie II. and the Squaw. The sports-manship of the English motor boat men was shown when the pilot of the Pioneer threw to the winds all his chances of winning the race to go to the assistance of another competing craft which was afire. As the Squaw was speeding along the water at the lower end of the course at the end of the second round, back fire in the carburetor set fire to the gasoline and in a short time the whole craft was aflame. Captain Robins, at the helm of the Pioneer, shut off the power in his boat and steered for the burning Squaw.

The Pioneer showed some of the speed she did at the Harmsworth race before she over-heated her engines, and although the Dixie

II. started ahead of her it was overhauled before the end of the first round. On the second round the Pioneer struck a log which broke off the end of the shaft aft of the propeller. The Pioneer finished the second and then withdrew. The Zigarella developed engine trouble before the end of the first round and withdrew. The damage done to the Pioneer's shaft was so great that Captain Robins decided it would be impossible to repair the boat here and it was crated to be shipped to England.

The Dixie won the race easily in 55 minutes 3 seconds elapsed time. The race ended in the dark. On the second day the Dixie II. had a virtual walk-over, only one boat, the Flaming Arrow, making an appearance at the starting line. The latter craft broke down on the first round and the Dixie II. completed the 3 rounds in 56 minutes 4 seconds elapsed time. All the Dixie had to do on Saturday to win the cup was to make one round of the course, as no other boat was on the starting line. It completed the 10 miles in 19 minutes 10 1-5 seconds.

On Saturday a race between six boats of the one design class, steered by women, for a cup presented by the Motor Yacht Club of Great Britain, through Captain E. N. Pierce, the club's representative, who came over to see the races, was won by Miss Jean Gillespie, who steered Frederick B. Reed's boat. Second place and another cup went to Mrs. Graham Miles.

Motor Boats Race on Hudson River

The power boat Virginia, owned by H. H. Betts, was the winner on August 27 of the Nahnken trophy at the special races of the Waterway League, held on the Hudson River off the Colonial Yacht Club's house, 140th street. The Virginia defeated Captain Salmonsky's Helen by 6 seconds. In the first league race of the afternoon, C. D. Brennan's Lida M. was the winner. Her time for four circuits of the 4-mile course was 1 hour 33 minutes 44 seconds. Charles Dalton's Retta D. was second. Her time was 1 hour 36 minutes 36 seconds. The winner in Class C was J. Vanderberg's Little Sister. She covered five laps of the course in 2 hours 26 minutes

53 seconds. W. H. Griffing's Ourselves was second in 2 hours 29 minutes 18 seconds.

The Reading (Pa.) Automobile Club has decided to offer prizes of \$175, to the supervisors of townships in Berks County, who are successful in keeping up the best roads in their districts. The prizes will be \$100 to the township supervisor having the best roads, \$50 to the second and \$25 to the third. Lancaster County, a neighbor of Berks, recently adopted this plan. Berks County roads have been in a bad condition this season due to heavy rains and the alleged neglect by the supervisors.

Mulford Wins Elgin Race in Fast Time

ORDER OF FINISH IN ELGIN RACE AT 305.03 MILES

Position	Car and Driver	Time	Per hour
1	Lozier, Mulford.....	4:52:29.85	62.5 miles
2	National, Livingstone.....	5:04:10.90	60.2 miles
3	National, Greiner.....	5:13:23.03	58.4 miles
4	Simplex, Robertson.....	5:32:20.98	54.9 miles

Simplex, Saynor, running on 34th lap when race was called.
 Knox, Oldfield, withdrew, 29th lap.
 Marmon, Dawson, out 27th lap.
 Black Crow, Stinson, out 22d lap.
 Jackson, Schieffler, out 13th lap.
 Kissel Kar, Endicott, out 11th lap.
 Matheson, Basle, out 11th lap.
 Alco, Grant, out 2d lap.
 Marmon, Harroun, out 2d lap.

Averaging 62.5 miles an hour for a little over 305 miles, Ralph Mulford drove a 46 hp. Lozier car to victory in the Elgin National Trophy race, which was the feature event of the 1910 stock chassis road races, held under the joint auspices of the American Automobile Association and the Chicago Motor Club over an 8½ mile course situated about 14 miles from Chicago, on August 26 and 27.

The race, which was open to stock cars under 600 cubic inches displacement, was run on Saturday, August 27, and had 13 starters. Eight of the cars dropped out of the contest before its conclusion. Mulford piloted his Lozier for the 305 miles in 4 hours 52 minutes 29.85 seconds. Al. Livingstone, who won the feature event of the first day of the meet—the Illinois trophy—with a 40 hp. National, finished second with the same car in the big race on the final day. His time was 5 hours 4 minutes 10.90 seconds. Another National, piloted by A. W. Greiner, was third in 5 hours 13 minutes 23.03 seconds. The only other car to finish was the Simplex, driven by George Robertson. It was fourth and was timed in 5 hours 32 minutes 20.98 seconds. Another Simplex, with H. Saynor at the wheel, was running on its 34th lap, with two more circuits to go, when the race was called.

The race was not as interesting as was anticipated, most of the favorites who were entered being eliminated from the contest in its early stages. The race was practically a Lozier affair from the start, as Mulford took the lead on the second lap and held it through

the thirty-six circuits of the 8½ mile course, except on the seventh, eighth and ninth laps, when it acted as runner-up to the Simplex, driven by Robertson. In each of these laps the Simplex only had a lead of a few seconds in elapsed time over the Lozier.

George Robertson figured in the race during the first nine laps, but after that he was bothered so much by tire trouble that he practically dropped out of it as far as winning was concerned. Grant in the Alco, which won the Vanderbilt Cup race of 1909, was looked upon as a probable winner. He started with a spurt and completed the first round in 8 minutes 12 seconds, which was the best elapsed time for the lap. On the second turn of the course he twisted his clutch while rounding the McQueen turn and dropped out of the race.

There were two Marmons in the race, one driven by Harroun and the other by Dawson, both veterans, who are always considered contenders. Harroun made the first lap in 8 minutes 48 seconds, but in the middle of the next lap his car broke a piston rod and was withdrawn. After working his way from ninth place in the first round to fourth place in the twenty-sixth circuit, Dawson's Marmon broke its frame and connecting rod and had to join its team mate. Barney Oldfield, who drove a 6-cylinder Knox, failed to show his heels to the rest of the field and after running 245 miles in 4 hours 57 minutes 37 seconds, his car broke a piston rod and was retired.

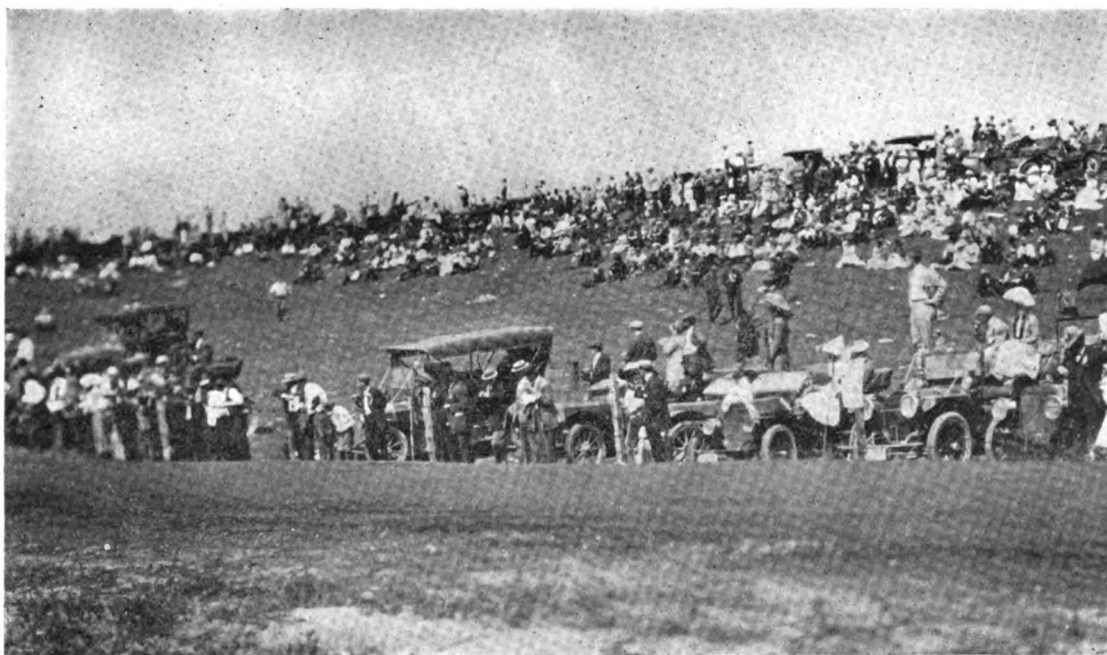
Charles Basle drove his Matheson 92 miles

in 1 hour 35 minutes 50 seconds and was in fifth place on the eleventh lap when his car threw a wheel at Udina. Basle started again, but had not gone far when he had to retire permanently. The Kissel kar, H. Endicott driving, broke its radiator after running 93 miles.

While the Jackson, driven by E. Schiefler, was speeding along near Udina it skidded off the road and crashed into a telegraph pole. As the result of the collision the steering knuckle was broken and the car eliminated from the race. The driver and mecanicien were

were parked along the entire course, it being estimated that more than 4,000 being present. A conservative estimate placed the number of people who were in attendance at close to 50,000. With the attendance of 50,000 persons to the small car races on the day previous to the Elgin National trophy contest, the officials of the Chicago Motor Club were satisfied that the races were a success, and steps have been taken to make the event an annual affair.

The condition of the road for the second day's contest was all that could be expected



AROUND THE TURN FROM THE GRAND STAND

hurled from their seats, but their fall was stopped by a bog. Neither of them was injured. The other car to drop out of the race before the end was the Black Crow, driven by C. Stimson. This car was put out on the twenty-third lap when one of the wheels broke at McQueen. The car was running last at the time, having completed the 186 miles in 257 minutes 57 seconds.

The weather was ideal for racing purposes on Saturday and the crowd began to arrive at the course long before the time scheduled for the start, 10 o'clock. All along the approximately $8\frac{1}{2}$ miles of road everything was abuzz with excitement preparatory to the sending of the first car on its long race. Automobiles

after the constant wear from the cars in Friday's races. Late Friday and early Saturday morning a force of laborers were at work putting the roads into shape for the pounding they would receive from the big cars. Very little trouble was experienced in keeping the course clear of spectators, and not a person was reported injured during the two days of racing.

The racing cars were lined up before the pits fully an hour before the start and were receiving their final touches from a busy band of begrimed mecaniciens. Referee David Beecroft and other officials made a tour of the course about 9 o'clock to see that everything was in shape and upon their return shortly

before 10 o'clock, the cars were lined up for the start. In two files, the odd numbered machines on one side and the even numbered on the other, the cars stretched back of the line.

Promptly on the minute of 10, Starter Wagner slapped Greiner on the back and his National dashed away from the starting line amid a tremendous outburst of applause from the crowded grand stand. Stimson in the Black Crow followed Greiner, thirty seconds later, and at half minute intervals, the pursuit was taken up by Mulford in a Lozier, Harroun in a Marmon, Robertson in a Simplex, Grant in an Alco, Livingstone in a National, Saynor in a Simplex, Endicott in a Kisslekar, Dawson in a Marmon, Basle in a Matheson, Oldfield in a Knox and Schiefler in a Jackson. As each car shot across the line it was greeted with a cheer. When the last had been despatched by Wagner the crowd in the grand stand settled down and awaited the bugle call announcing the arrival of the first car to complete a lap.

It did not have to wait long, for only a minute or so elapsed after the last car had left when that familiar cry of "Car Coming" was heard. Greiner's National was the first to make its appearance coming down the hill that faced the starting and finishing point. It had completed the approximately $8\frac{1}{2}$ miles in 8.26. The Lozier, with Mulford driving, was hot in pursuit of the National, having passed the Black Crow. Then came Robertson, Harroun and Stimson in a group in the order named. Mulford had gained 8 seconds on Greiner and finished the first lap in 8.18. Robertson's first lap was in 8.20. Grant's Alco made the fastest first lap in 8.12. Dawson's Marmon passed the Kissel Kar on the first round and Oldfield and Schiefler also bettered their positions on the round. Saynor did not show up until Greiner and Mulford had passed a second time.

At the end of the first round the relative positions of the cars were as follows: Alco Lozier, Simplex (Robertson), National (Livingstone), National (Greiner), Knox (Matheson), Marmon (Harroun), Marmon (Dawson), Jackson, Kisselkar, and Black Crow. Greiner made his second lap in 8.06. The Lozier did the second lap in 8 minutes flat. Robertson's Simplex did the second circuit in 8.06 and 8 seconds behind the Lozier

on the elapsed time for both. Livingstone's National completed the second turn of the course in 8.02, tying Robertson for two laps. On the second lap the Lozier moved into first place, the twisting of the Alco's clutch eliminating it, and the other cars were in the following positions in the race, according to their elapsed time: Second, Simplex (Robertson); third, National (Livingstone); fourth, National (Greiner); fifth, Matheson; sixth, Marmon; seventh, Kisselkar; eighth, Black Crow; ninth, Jackson; tenth, Knox, and eleventh, Simplex (Saynor).

The third lap was completed by Greiner's National before Oldfield had crossed the line for the second time. Mulford was still leading on the third lap, which was made in 8 minutes flat, totaling 24.18 for the three rounds. Livingstone's National passed the Simplex, driven by Robertsan, on the third round and was in second place at that stage of the race. Robertson's Simplex was third; Greiner's National fourth; Dawson's Marmon fifth; Matheson, sixth; Kisselkar, seventh; Knox, eighth; Black Crow, ninth; Jackson, tenth, and Simplex (Saynor) eleventh.

The Lozier did the fourth lap in 8.07. Dawson's Marmon in 8.31; the Matheson in 8.40. The Knox passed the Kisselkar on the fourth lap and moved into seventh place. That was the only change in the relative positions of the cars in that lap. Robertson's Simplex picked up seven seconds on the Lozier in the fifth lap, the latter doing it in 8.12 and at this time only four seconds separated the two leaders, the Lozier and Simplex.

Livingstone was passed by Robertsan on the fifth lap and was in third place at the end of the round. The other National was fourth and the Marmon, that still remained in the race, was fifth. The other cars occupied the same relative positions they had on the fourth round. The Kisselkar passed the Knox on the sixth round. Otherwise there was no change in the positions of the cars. Robertson covered the circuit 4 seconds faster than Mulford on the sixth round and at its completion they were tied for first place with an elapsed time of 48.44.

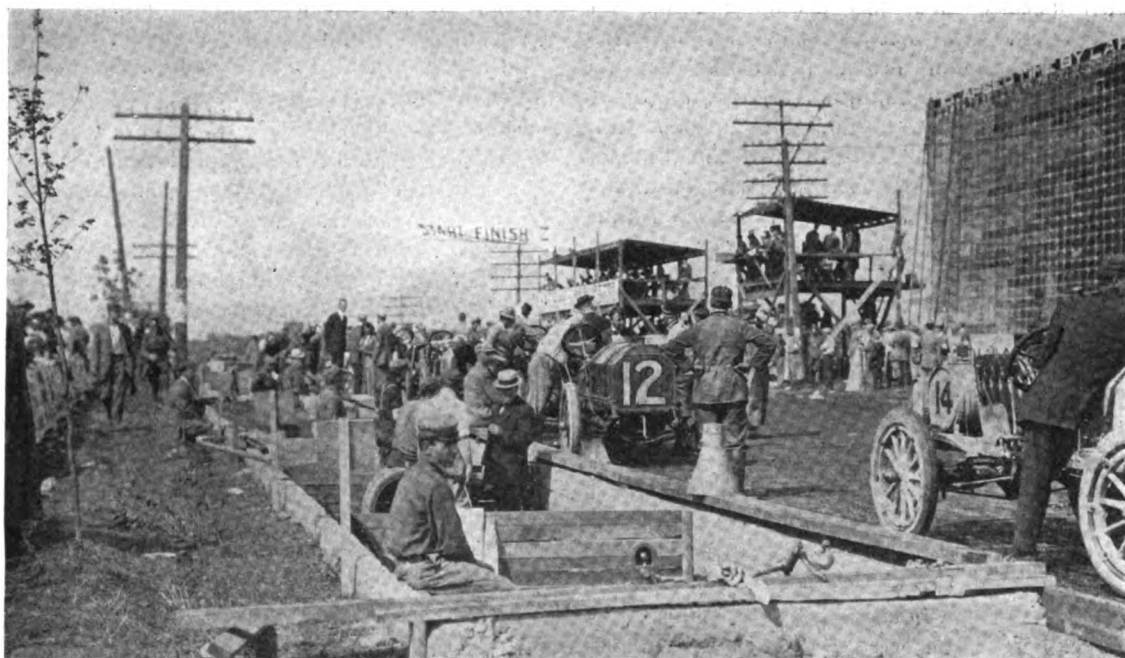
The finish of the seventh lap saw the Simplex, driven by Robertson, leading by a margin of 2 seconds over the Lozier. Greiner's National had been passed by the Matheson in this round and the Black Crow had moved one

place above the Knox. Both the Lozier and the Simplex turned the eighth lap in 8 minutes 4 seconds, and the latter car still had its 2 seconds lead. The National, with Greiner up, again moved into fifth place on this round, having passed the Matheson. On the ninth circuit the Simplex completed the $8\frac{1}{2}$ miles in 8 minutes 5 seconds, 1 second faster than the Lozier and was then leading in elapsed time by 3 seconds. The positions of the other cars were unchanged.

Robertson encountered tire trouble on the

When the fifth lap was completed the Lozier's time was better than that of the leading National for the same distance on Friday. Mulford gained steadily on Livingstone in the thirteenth, fourteenth, fifteenth and sixteenth frames and led him by about 3 minutes at the end of the seventeenth lap. It was on the fourteenth lap that the Jackson hit a telegraph pole on the Uдина side of the course and broke its steering gear. Saynor's Simplex passed the Black Crow on the seventeenth lap.

At the end of the eighteenth lap, with the



ARRANGEMENT OF PITS AT THE GRAND STAND

tenth circuit and consumed 16 minutes 21 seconds covering the course. The Lozier only took 8 minutes 6 seconds and again moved into first place. At the end of the lap the Simplex had dropped from first to eighth position, having been passed by all the cars except the Knox, Black Crow and the Simplex, driven by Saynor.

At the twelfth lap, with the race one-third over, the Lozier lead Livingstone's National by 1 minute 25 seconds, with the Marmon third, 4 minutes behind the leader. Greiner's National was fourth, 45 seconds behind the Marmon, and Robertson's Simplex fifth. On the twelfth lap the Matheson dropped out at Uдина with a broken wheel and the Kisselkar quit with a broken radiator.

race half over, the Lozier gained 3 minutes on Friday's leading time for the same distance, a fraction over a second faster to the mile. At the end of this lap the positions of the cars in the race were as follows: First, Lozier; second, National (Livingstone); third, Marmon (Dawson); fourth, National (Greiner); fifth, Simplex (Robertson); sixth, Knox; seventh, Simplex (Saynor), and eighth, Black Crow.

On the twentieth round the Marmon passed the National, driven by Livingstone, and moved into second place. Eight cars were still running, but the second quartet was now many laps behind. In the twenty-second round Mulford drove the Lozier around the course in 7.45, the fastest lap up to this point,

his twenty-first lap having been made in 7.56. The Lozier at that point was 6½ minutes ahead of Friday's record, and had not stopped once during the race. The Marmon stopped on the twenty-second lap for oil and water, dropping back to fourth place, with the National's running second and third, Livingstone only 21 seconds ahead of Greiner.

The first stop made by the Lozier occurred in the twenty-fourth lap, when Mulford pulled up in front of the pits for a replenishment of fuel. The only reason a stop was made, Mulford declared, was because he thought that one of his tires needed changing, but after coming to a halt it was discovered that the shoe was in good condition. Advantage was taken of the stop to take on gasoline and water. On the twenty-third lap the Marmon and two Nationals passed the stand on almost even terms, going at better than a mile a minute. They continued in the same position until lost to view, again appearing in sight across the fields on the back stretch with their positions unchanged. It was the most spectacular incident of the day. Livingstone was slightly in the lead. On the next lap Dawson led the trio by 3 seconds, with Livingstone second and Greiner 12 seconds behind.

Mulford ran the 24 laps ending Friday's big race in 7 minutes 55 seconds, faster time than Livingstone's National won the Illinois trophy. The Lozier for 205 miles averaged over 63 miles an hour. Up to the twenty-third lap Robertson reported 16 tire changes. During the twenty-seventh lap the Marmon broke its frame and a connecting rod and was withdrawn at McQueen. At the end of the twenty-fifth circuit Robertson had made 4 consecutive laps in less than 8 minutes each, but made another short stop. Oldfield's Knox was still in the race, but was so far behind the leaders that it never figured. On the thirtieth lap it dropped out.

With but five laps to go Mulford was over a lap in the lead of Livingstone and Greiner. With only two laps to go Mulford increased the speed of his car and flashed past the grand stand at lightning speed. He completed the thirty-fourth lap in 8 minutes 15 seconds. Second and third places were apparently clinched by the Nationals at this stage of the race. Livingstone was 6 minutes ahead of Greiner.

When Starter Wagner waved the green flag at Mulford, denoting that the Lozier was on

its final lap, there were six cars running: the Lozier, two Nationals, two Simplexes and the Knox. A great demonstration greeted Mulford when he pulled his car up a winner of the big race. The course was kept clear so that the battle for place could be fought out between the two Nationals. Livingstone took second about 12 minutes behind Mulford, and Greiner finished third, 9 minutes 12 13-100 seconds behind Livingstone.

For his victory the Elgin National trophy, which is valued at \$4,500, will be in the possession of the Lozier Motor Company until the 1911 race for the trophy is held. Mulford won a cash prize of \$1,000 for himself. Livingstone got \$300 for finishing second and Greiner \$200 for third.

Mulford made his first appearance in a road race when he drove the Lozier that competed in the first race for the Automobile Club of America's grand prize gold cup at Savannah on Thanksgiving Day in 1908. He has been very successful as a driver of Lozier cars in twenty-four hour races and has been one of the drivers of the winning car in these races oftener than any other man in the world. With Cyrus Patschke as his team mate he drove the Lozier car that won the twenty-four hour race at Brighton Beach on October 15 and 16, 1909, when the competition record of 1,196 miles was made. The record stood until Patschke and Poole bettered it last week at Brighton Beach with a Stearns.

On the first of the two days of racing, the contests for the small cars were run. Al. Livingstone was the star performer, piloting his National home first in the Illinois trophy race, for cars with a piston displacement of 301 to 450 cubic inches. The winning car made 24 circuits of the 8½-mile course in 201 minutes 8 seconds, an average speed of 60.6 miles an hour, a new record for western road races. This race was the major event of the day.

David Buck, at the wheel of a Marmon, captured the Kane County trophy, for cars with piston displacements of 231 to 300 cubic inches, in 184 minutes 46 seconds, an average of 55.1 miles an hour. This race was for 20 laps, or 169 miles 2,460 feet. E. H. Hearne, who drove his own entry, a Benz, in the contest for cars with piston displacements of 161 to 230 cubic inches, won the Fox River trophy. His time for the 16 laps of the course—135

miles 3,024 feet—was 150 minutes 40 seconds, an average of 53 miles an hour.

In all, fifteen cars faced Starter Wagner in the three races that were run simultaneously. The feature event was the contest for the Illinois trophy, which was won by Livingstone. This driver was the first to answer to Wagner's "Go," and he kept his blue-painted car bearing No. 1 in front of the field until the end, never making a stop during the entire race. The National gradually increased its lead from the start, and at the end was almost 11 miles ahead of its nearest competitor, a Falcar, with W. H. Pearce at the wheel. The Pearce and Marmon tried desperately to overhaul the fast-traveling Livingstone, but to no avail.

More than 50,000 persons lined the course during the running of the three races. Only one accident marred the day's sport, but this did not result seriously. As the Cino car, with W. Fritzsche at the wheel, was speeding along near Udina on its first lap it crashed through a fence edging the roadway, and was put in such a condition that it had to be withdrawn from the race. The driver and mecanicien were only bruised. The road was in excellent shape, and the patrolling of the course was amply handled by the two companies of the Fifth Illinois Infantry.

About an hour before the time scheduled for the start of the races, patrol cars were sent over the course to have it cleared preparatory to the start, and at 10 o'clock sharp the fifteen cars were lined up at the starting point.

The cars in the longest race were sent away first, and then went those racing for the Kane County trophy. The last to leave the mark were the Fox River contestants. At the stroke of 10 Livingstone received the word, and with his National shot out of the cloud of smoke enveloping those at the start, and headed down the road amid the cheers of the crowd in the grand stand and the tooting of horns and blowing of sirens from those in automobiles parked along the course. After the National the other cars were sent away at 30 seconds intervals, and the last car in the Fox River race had just left the starting line when the National completed its first lap. Its time was 8 minutes 11 seconds from a standing start. The best time of the day for a lap was made by Livingstone on his second turn of the course, which was completed in 7 minutes 52 seconds.

The following are the cars and drivers that started:

Illinois Trophy.—National (A. Livingstone), Falcar (W. H. Pearce), Kisselkar (H. Endicott), Falcar (J. F. Geinaw), Midland (R. Ireland), Marmon (J. Dawson), National (A. W. Greiner), Lexington (R. Drach).

Kane County Trophy.—Corbin (J. Matson), Overland (A. Schilo), Marmon (L. Heinemann), Marion (A. Monsen), Kisselkar (G. Schoeneck), Marmon (D. Buck), Cino (W. Fritzsche).

Fox River Trophy.—Staver (C. Cheney), Cole W. Endicott, Staver (N. Crane), Benz (E. A. Hearne), Staver (G. Monckmeier), Warren-Detroit (A. W. Miller).

The most exciting part of the race was the battle between Dawson, who drove a Marmon, and Pearce, piloting a Falcar. Pearce secured second place in the fifth lap, and held it for 56 miles. On the twelfth lap he dropped to fourth position, Geinaw, in a Falcar, and Dawson passing him. On the thirteenth round he sent his Falcar around the course in 8 minutes 55 seconds, and at its completion was again in second place, a position he held until the finish. Greiner's National was a counterpart of the car driven by Livingstone, until a break in the gasoline feed pipe necessitated repairs that consumed enough time for Greiner to lose a lap and a half.

Only one car in the Illinois trophy contest was out of the race when it was called off by Starter Wagner. This was the Kisselkar, which developed a leaky radiator near Mc Queen corner on its tenth lap. When the race was called the Lexington, driven by R. Drach, had completed 20 laps in 224 minutes, and the Falcar, piloted by J. F. Gelman, was on its twenty-second circuit, having covered 21 laps in 221 minutes 59 seconds.

In the Kane County race the Corbin and the Cino were the only cars which failed to finish, the former breaking a frame and the latter being driven into a fence at Udina. Dave Buck and his Marmon put up one of the most exciting races of the day. On the first round he was in sixth place. He gradually increased his position, and on the sixth lap was leading the field of seven. When about half of the race was completed one of the spring suspensions on his Marmon broke and he lost a little time while temporary repairs were made. A. Monsen, in a Marion, who went into the lead on the twelfth lap when Buck had trouble with his spring, held first place until the eighteenth circuit, when Buck, who drove his Marmon at

a furious pace despite the broken spring suspension, again went to the front. Monsen pressed Buck until the end, when he was a little less than three minutes in the rear. L. Heineman, driving a Marmon, was third in 199 minutes 20 seconds, while an Overland, driven by A. Schille, was fourth in 220 minutes 4 seconds. A Kisselkar, piloted by G. Schoeneck, completed 8 laps in 79 minutes 47 seconds.

There were only three cars that finished the race for the Fox River trophy. They were the Benz, which proved a winner; the Warren-Detroit, which was second, and the Staver (G. Monckmeier), which was third. As in the Illinois trophy contest, the winning car led throughout the race. The Benz, with Chicago's amateur driver, E. A. Hearne, at the wheel, shot to the front at the start and was never headed. Hearne gradually increased his lead, and at the end was 25 minutes 31 seconds ahead of the Warren-Detroit. The Staver car, driven by C. Cheney, quit after traveling 5 laps in 67 minutes 8 seconds, and Bill Endicott sent his Cole for 13 laps of the course in 129 minutes 19 seconds.

While running in second place on the fifteenth lap, with only one more circuit of the course to be made, Ned Crane, in a Staver, suffered a heart-breaking experience. He had consistently worked his way from fourth to

second place, when the Staver was disqualified on the fifteenth lap by Starter Wagner, who declared that Crane's mecanicien had failed to look behind him to see if it were necessary to make way for some driver desiring to pass him. Greiner, driving a National, was immediately behind the Staver in front of the grand stand, and he had to swerve violently to avoid a collision.

The summaries:

Illinois Trophy—203.35 Miles

Car and driver.	Elapsed time.
National, Livingstone.....	3:21:08.21
Falcar, Pearce.....	3:34:09.07
Marmon, Dawson.....	3:42:03

Kisselkar (Endicott), Midland (Ireland), National (Greiner) and Lexington (Deach), ran.

Kane County Trophy—169.46 Miles

Car and driver.	Elapsed time.
1—Marmon, Buck.....	3:04:45.79
2—Marion, Monsen.....	3:07:52.65
3—Marmon, Heinemann.....	3:19:20.27

Corbin (Matson), Overland (Schillo), Kisselkar (Scheneck) and Cino (Fritsche) ran.

Fox River Trophy—135.37 Miles

Car and driver.	Elapsed time.
1—Benz, Hearne.....	2:30:40.35
2—Warren-Detroit, Miller.....	2:56:11.52
3—Staver-Chicago, Monkmeier.....	3:01:05.57

Staver-Chicago (Cheney), Cole (W. Endicott), Staver-Chicago (Crane) ran.

Big Time for Syracuse on September 17

With Theodore Roosevelt acting as honorary referee and George Robertson and Ralph De Palma as the stellar lights fighting for honors on a fast one-mile track, the fourth annual automobile races of the New York State Fair Association, to be held at Syracuse, N. Y., on September 17, are expected to attract more than 50,000 persons.

There will be nine motor car events, including a five-mile for small cars, a free-for-all handicap, a five and a ten-mile free-for-all, twenty-five mile open, mile time trials and stock car events. The meet is held under the auspices of the Automobile Club of Syracuse and the Syracuse Automobile Dealers' Association, sanctioned by the A. A. A. and approved by the Manufacturers' Contest Association.

Besides the presence at the track of Colonel Roosevelt, Lieutenant Governor Horace White

will act as honorary referee, A. R. Pardington, manager of the 1910 Vanderbilt Cup race, as referee, and Fred J. Wagner as starter and clerk of course. The former President will address the crowd at noon, prior to the starting of the races.

The races will be timed by electricity, according to the system now used at all the larger meets.

New Dates for Good Roads Meeting

September 26 to 29 are the new dates selected for the third annual national good roads convention, to be held this year at St. Louis, Mo. The change from October to September was brought about by the insistent desire on the part of the American Contracting Engineers to hold their annual meeting at the same time and to work jointly with the National Good Roads Convention.

Scenic Route for Catskill Run

The route for the Catskill reliability contest and hill climb, under the auspices of the Motor Contest Association, on September 10, 11 and 12, has been selected after a preliminary survey by Robert Bruce, secretary of the American Automobile Association. The itinerary, as at present arranged, will bring the participants in the tour through one of the most picturesque sections of the country. The total distance to be traveled is 228.2 miles.

The line of the tour forms at Edgewater, on Saturday, September 10, and runs through Englewood, Pearl River and Haverstraw to the new State boulevard, along the west side of the Hudson River. The boulevard, which at present is complete to the Orange County line, has been properly termed the "scenic highway of America." Leaving this point, the route covers three miles of poor narrow dirt road, but conditions rapidly improve and the going again is good through Highland Falls to West Point.

After passing the parade grounds at West Point, a left turn is made up Crows Nest Mountain, a steep climb with frequent water bars. This section unfolds the most exquisite views to be found in the entire Hudson Valley. The corresponding descent into Upper Cornwall is almost equally fine. The tour then runs into the regular New York-Newburg route, up through Suffern and Tuxedo and thence to Newburg.

The next stage, which leads to Kingston, is made by way of New Paltz, because of the splendid road for the greater part of the distance. Kingston is a difficult town to go through, but the best of several optional roads have been carefully figured out, and the tourists will strike the macadam to Saugerties without touching the business center. The balance of the way from Saugerties to Catskill is along the regular road, a short distance inward from the Hudson River.

The tourists will rest in the beautiful Catskill Mountains on Sunday, September 11. The following morning at 7 o'clock, the climb up Kaaterskill Clove Mountain will take place. From Catskill a run of 15 miles is made to Haines Falls, where a stop will be made.

Inasmuch as the last leg of the tour cannot be started until the completion of the climb,

the route for the quickest return trip has been selected so as to bring the tourists to New York before dark. Instead of going by way of Catskill, the route turns south at Palenville to Saugerties, and several miles are thus saved. From here the route reverses the up-bound trip through Kingston and New Paltz to Newburg. From Newburg to New York it follows the shortest line possible, which is by way of Tuxedo, Suffern and Hackensack, crossing the 130th Street ferry to New York. While the route traversed from Catskill to New York is not as picturesque as the up-bound trip, and a more beautiful route could be had, it was selected because it is more certain of being covered in the required time. The mileage on the first day, from New York to Catskill, is 127.5 miles. For the return trip, from Haines Falls to New York, it is 120.7 miles.

A tourists' division has been added to the tour, as the result of a number of applications received from motorists who want to make the trip, but do not wish to do so under the same conditions as the competing cars. Participants in this division can do practically as they please, and will not be penalized for stops, lateness, or, in fact, for anything done to a car on the road or in the controls.

Clam Bake for Jersey Motorists

The officials of the New Jersey Automobile and Motor Club are making arrangements for what promises to be the best sociability run of the season. The affair is scheduled for Saturday, September 10, and a large number of cars are expected to participate. The route will be from the city club house in Newark to the County Club at Lake Apshawa, near Butler. At the latter place a clambake and corn roast will be held.

Sue Town for Badness of Road

Suit has been brought in the United States Court at Milwaukee by Frederick and John Blocki, two brothers of Chicago, against the town of Spring Prairie, Walworth County, Wis., for injuries received in an automobile accident on July 30 last. It is alleged that bad roads were responsible for the accident and damages to the amount of \$11,500 are sought.

Hotel Men Take a Hand in Registration Row

BOSTON, Aug. 10.—Now it is the hotel men who are feeling the pinch from the registration muddle which has involved the Eastern States. There is a New England hotel men's association, and yesterday a number of the best known Boston proprietors went to Springfield where a conference was held relative to motor laws. It was the general opinion that much business has been diverted because of these laws. When some of the Boston hotel men were asked relative to the loss of trade from motor parties they did not want to go on record before the conference had been held. However, one man connected with a Boston hotel told an AUTOMOBILE TOPICS' correspondent that there had been quite a falling off in Boston this year, due to the change in the Bay State law.

"Not only have we lost a number of New Jersey patrons who come to Boston yearly on the way to and from the mountains," he said, "but others who had been advised to come to our hotel, and had reserved rooms, cancelled the reservations when the Massachusetts Highway Commission put up the bars against New

Jersey motorists. That is where it is felt. Here we have money invested in a hotel and figure on touring parties in the summer when business is light, only to find that our legislators have deliberately driven them away from us with the consequent loss of trade. And now on top of that comes the New York development that is bound to keep many more from Massachusetts, for the retaliation must come. The effect is more far-reaching than one can imagine. Some of our first-class waiters, for example, finding that trade is slacking off, so that they merely make their wages, are leaving for other places. We don't want to let our help go, for when we try to get them back later, when business picks up, we cannot get the good ones. So there we are between two fires."

The New England hotel men are going to try to get the co-operation of the New York hotel men to join in a request to Governors to hold up prosecutions until national legislation may be enacted. That is an impossibility, of course, as no Governor is bigger than the law.

Good Roads Advocates to Meet

The second annual conference of the Interstate Good Roads Association will be held at Mountain Lake Park, Md., on September 6, 7 and 8. The principal topic to be discussed will be the ways and means of road improvement throughout the South. Among the speakers will be Logan Waller Page, director of roads in the United States Department of Agriculture; Representative Geo. A. Pearre, of Maryland, and Governor Crothers, of Maryland.

The program of the convention as already planned is as follows:

September 6, 10 A. M., committee meetings; 8 P. M., illustrated address by Mr. Page. September 7, 9.45 A. M., address, "Interstate Good Roads Conference Executive Committee," Howard Sullivan, of Elkins, W. Va.; 10.15 A. M., address, "What Has Been Accomplished in 1910 Under Our New Road Law," Charles P. Light; 10.45 P. M., address, Mr. Baker, West Virginia road engineer; 11.15 A. M., general discussion and business; 2.30 P. M., address, "The Value of Good Roads to the Farmer," by a representative of a farmers' club; 3 P. M., address "The Value of Good Roads to the City," R. B. Naylor, Wheeling Board of Trade; 3.30 P. M., address, "The Point

of Emphasis of the International Conference on Good Roads Held in Belgium," Walter Crosby, chief engineer, Maryland State Road Commission; 8 P. M., platform meeting, addresses by Representatives Pearre and George C. Sturgiss. September 8, 9.30 A. M., addresses by Governors Crothers, Glasscock and others; 11.30 A. M., business; 3 P. M., visit to State road now being built to connect National turnpike; 8 P. M., platform meeting, Governor Glasscock and Governor Crothers, speakers.

The officers of the association are:

President, Dr. John F. Goucher, Baltimore, Md.; first vice-president, Dr. I. C. White, Morgantown, W. Va.; second vice-president, Thomas Ireland Elliott, Baltimore, Md.; third vice-president, C. Lloyd Ritter, Huntington, W. Va.; fourth vice-president, Prof. William Bullock Clark, United States Geological Survey, Baltimore, Md.; fifth vice-president, Prof. Archer Butler Hulbert, Marietta College, Marietta, Ohio; corresponding secretary, W. W. Davis, Mount Lake Park, Md.; treasurer, D. M. Dixon, Oakland, Md.; recording secretary, W. A. Wheeler, Belair, Md.; executive committee, Howard Sutherland, Elkins, W. Va.; George C. Baker, Morgantown, W. Va.; John M. Tucker, Baltimore, Md.; Gilmore S. Hamill, Oakland, Md., and Charles P. Light, Charleston, W. Va.

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A Disappearing Bogey

There are bankers and bankers. Some of them do banking business which can be termed only by a stretch of imagination, they being much more brokers than bankers. Others are bankers in fact as well as in name, it being their business to conduct a banking business according to the old fashioned methods.

Naturally these two classes of bankers entertain different opinions on many subjects. One of these points of difference is their view of the "automobile craze" as it is sometimes termed. We have had much denunciation of late of the motor vehicle, of the people who make and sell it, and even of the people who buy it. The latter have been accused of being improvident—spendrifts who mortgaged their homes to buy automobiles and deprive themselves of proper food and clothing to buy gasoline and lubricating oil.

For a time the talk all had the same originating source. It was jug-handled—all on one side. Then the accused had time to catch their breath and began to reply. Since then

hot shot has been poured in upon the bankers, and accusations of self-interest and assertions that their statements lacked truth flew thick and fast.

Now comes the culmination of the matter. Philip sober is appealed to to refute the arguments of Philip drunk. Bankers—the real kind—have been asked to reveal the truth, and on another page some of these revelations will be found. They show that the number of automobile buyers who have been mortgaging their homes is so small as to be inconsiderable. Furthermore, it is made very plain that automobile buyers do not regard their purchases as luxuries pure and simple. In perhaps a majority of cases they are employed for useful purposes also, are business vehicles, in fact.

A short time since we shall be able to smile, and perhaps to wonder, at this outcry against motor vehicles. The mortgage bogey, which a few weeks ago loomed so large, has shrunk and in a short time will disappear altogether.

Thirteen Competing Cars End Munsey Run

The historic Munsey tour came to a conclusion on August 27, when thirty-five cars that had participated in the 1,550-mile journey through New England and the Middle Atlantic States pulled up in front of the final checking station at the Munsey Building in Washington. Thirteen of the twenty-eight cars that started from Philadelphia on August 9 as competitors finished the run with perfect scores. These cars were the Columbia, Washington No. 5, Washington No. 6, Ford No. 8, Corbin, Brush No. 14, Enger, Cino, Stoddard-Dayton, Maxwell, Kline, Matheson and Ford No. 34.

After the arrival of the cars in Washington they were put through the technical examination by Referee Ferguson and Joe Tracy and James Hemstreet, of the Technical Committee. At the completion of the examination it was announced that the Maxwell No. 25, driven by Harry E. Wells, had been awarded the sweepstakes prize. This machine finished with a penalization of only three points marked against it.

Winners, classified according to cost of machines, were:

Division 1, A.—Brush No. 14, won; Brush No. 13, second.

Division 2, A.—Ford No. 34, won; Ford No. 8, second; Ford No. 2, third.

Division 3, A.—Maxwell No. 25, won; Warren-Detroit, second; Moon, third; Staver-Chicago, fourth; Crawford, fifth; Great Western, sixth.

Division 4, A.—Washington No. 6, won; Washington No. 5, second; Enger, third; Ohio No. 21, fourth; Inter-State, fifth; Pierce-Racine, sixth.

Division 5, A.—Stoddard-Dayton, won; Corbin, second; Columbia No. 2, third; Ohio No. 22, fourth; Kline No. 31, fifth.

Division 6, A.—Mathewson only contestant, won.

A great reception awaited the tourists upon their arrival in Washington. A number of Washington automobilists and officials went out to the Soldiers' Home, the last control, where they welcomed the dust-stained travelers and then escorted them into the National Capital. The escorting cars arrived at the Soldiers' Home before the tourists, and, as each of the contesting cars arrived, it was greeted with vociferous cheering and blowing of horns. From Baltimore it was a great race between the drivers for the honor of being the first to arrive at the end. The perfect score



ON PENNSYLVANIA AVENUE, WASHINGTON, D. C.



A WHITE MOUNTAIN INCIDENT

cars were driven at a more conservative pace, but the others made the last few miles at a speed beyond the limit provided by the law.

The last day's run from Harrisburg to Washington was full of incidents, several of

the cars being lost because of the many twists and turns in the road. One of these cars, a Kline car, went 20 miles out of its way, but succeeded in making the noon control without any penalization for lost time. Four cars were



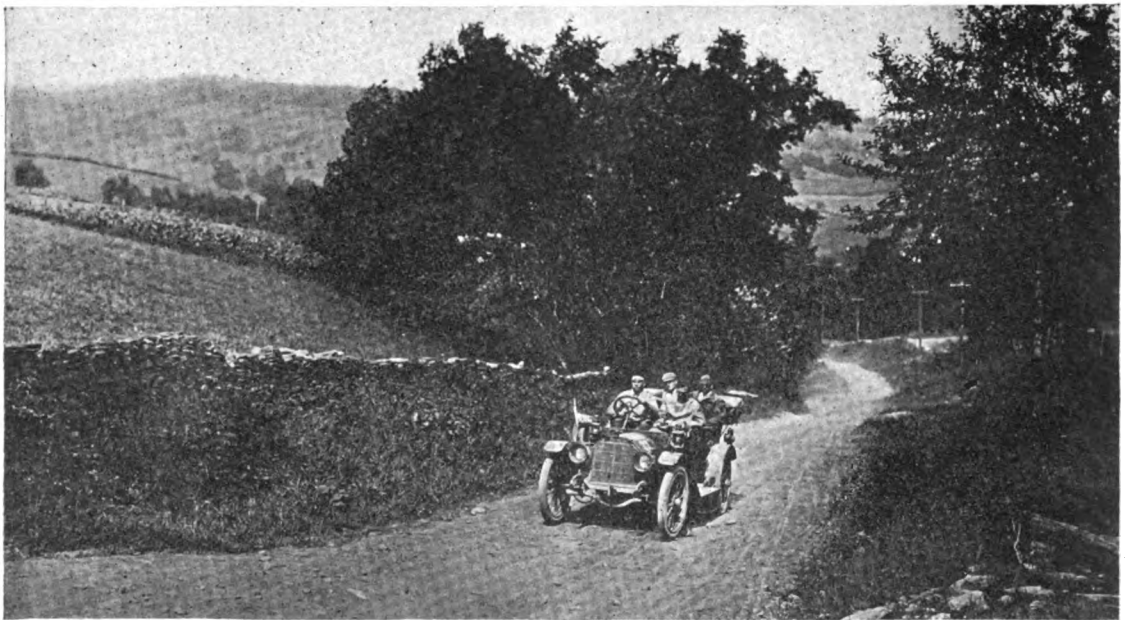
ARRIVAL AT PORTLAND, ME.

penalized 11 points for work on the stay rod and magneto. The Great Western was assessed a total of 66 points, 21 for a control penalty and 45 points for a technical penalty. The machine broke a spring twenty miles out of Harrisburg, but completed the run after temporary repairs. The total penalization against the car was 2,227 points, and it was withdrawn from the contest.

In last week's issue of *AUTOMOBILE TOPICS* an account was given of the progress of the tour up to the time Saratoga, N. Y., was reached on August 23. On the following day

mountain roads playing havoc with the pleasure of the tourists. Anticipating the strenuous going, the committee lowered the time scheduled for the various classes. The run to Wilkesbarre resulted in the elimination of one of the cars from the perfect score column. The unfortunate car was the Pierce-Racine, piloted by Lewis Strang, which was penalized 30 points for repairing a leak in the gasoline line. The Ohio car was also penalized. Four points were added to its demerits for tardiness at the noon control.

After a run of slightly more than 115 miles,



APPROACHING FREDERICK, MD.

the tourists passed through the beautiful Mohawk Valley and all along the route the same enthusiastic reception that had been given them since leaving Philadelphia was afforded the dust-stained travelers.

The cavavan was escorted into Binghamton by a number of the members of the Binghamton Automobile Club who had traveled out to Oneonta to greet the visitors. When Binghamton was reached there were 15 perfect score cars in the tour.

The tourists made their return to Pennsylvania on August 25, when the route was from Binghamton to Wilkesbarre. The roads encountered during the day's run were the worst of the entire tour, the notorious Pennsylvania

the tourists completed the eleventh day of their journey when they pulled up in front of the checker at Harrisburg. The route had been from Wilkesbarre. The perfect score class was again reduced when the Regal Plugger, driven by A. W. La Roche, was withdrawn following the breaking of the second leaf on the right hand spring just outside of Bloomsburg. The Pierce-Racine continued to have misfortune to go its way, for on this day the car driven by Lewis Strang was penalized 12 points for replacing a spring. The Ohio 21 was penalized 2 points for ignition trouble and 3 points for work on the carburetor. But 13 cars had perfect scores on the next to the last day of the tour.

What The Bankers Have to Say

Resolved to see whether there was any fire behind all the smoke that has been ascending apropos of the widespread talk about people mortgaging their houses to buy automobiles, President Benjamin Briscoe, of the United States Motor Company, recently undertook to canvas the bankers of this country on the subject. The story of how it was done, and the gratifying news that the assertion is baseless is contained in the following statement sent out last week by the big concern:

For the purpose of arriving at the true facts and obtaining exact information relative to the rumors which have been so persistently circulated by some bankers, that automobiles were purchased by the wholesale with money secured by mortgaging homes, President Benjamin Briscoe of the United States Motor Company wrote to 24,000 bankers in the United States and enclosed a blank form asking the bankers to furnish him with the number of people in their vicinity who had mortgaged homes or who had borrowed money to purchase automobiles.

President Briscoe also asked the bankers to supply him, to the best of their knowledge, with the percentage of motor cars used for business or useful purposes and whether or not in the bankers opinion the sale of automobiles would increase in their respective territory.

Replies have been received to date from 4,830 bankers who state that there are 198,216 automobiles in their cities and towns. Of this number only 1,254 have been purchased by the placing of mortgages and only 7,475 have borrowed money without mortgage to purchase automobiles.

In the opinion of 3,229 bankers, the sale of automobiles will increase during 1911 over that of 1910, while 1,601 say the sales will not increase. The latter, however, are bankers in the small towns and remote sections of the country where the increase in population is small, which may account for their opinion in part.

With less than one per cent. of automobiles bought on mortgages and less than 4 per cent. purchased with borrowed money, recent claims of alarmists are conclusively proved to be practically without any foundation whatever. The thorough investigation by the United States Motor Company has unquestionably ex-

ploded the irresponsible statements of a group of men who have endeavored to make the public believe that the automobile capital represented an economic waste. As a matter of fact, figures show the automobile business to be built upon as sound a foundation as that of any other industry.

Many of the letters are filled with optimistic statements and there is probably no class of business men in the country who are in a better position to throw light on the future of the automobile industry and in fact any business, than the bankers.

These letters reveal the exact conditions in all sections of the country and it is with considerable gratification that a big percentage of the letters speak in glowing terms of the various business purposes to which the automobile is applied.

It is surprising that so many so-called pleasure cars are used by physicians, contractors, real estate dealers, farmers, the bankers themselves and other business men. Reports show that hundreds of the bankers own cars and they do not hesitate to say that they consider them helpful not only in ways of recreation, but in business as well.

Many of the letters deal upon the usefulness of the automobile for farmers. The automobile has brought the farming sections closer to the cities and is making the boys contented with farm life. It is keeping many of the farmers' sons on the farm instead of leaving the farm for city life. The farmer can go to town with a load in a short time and get back and do a day's work. In the evening they use the car in taking their families to lectures, concerts or the theatre and get home in time for a good night's sleep. It is the belief of many of the bankers in the rural sections that the automobile makes agricultural life worth living.

"We have no sympathy with talk that has been given out in New York circles as to the extravagance of a large proportion of automobile purchasers as to their duty to save their money, or at any rate, avoid the purchase of machines," says the president of one of the biggest banking houses in Chicago. "We believe if the same number of city and country folk had actually mortgaged their properties, as is alleged, and with the proceeds had bought

securities which Wall Street has, that no suspicion of complaint would have been heard."

"It is, however, not at all a question of whether an investor buys an automobile or not, but simply a question of what becomes of the money after that; viz: whether it is put into enlarging an automobile plant or whether it is distributed to the stockholders, and by them invested in securities."

From Canton, Ill., comes the statement from an official of one of the largest banks who says: "I have studied the matter over rather carefully and have concluded that the motor car is a coming necessity rather than a luxury. I realize the prejudices that exist against the purchase and use of them in general, and feel that it is only natural among some of the more conservative persons, but believe that they will be compelled to get over that feeling, as the motor car will within a few years entirely displace the horse-drawn vehicle for road travel."

"We have never yet known of a resident of Hood River or Hood River Valley placing a mortgage upon his home to buy an automobile, although there are many who have mortgages upon their homes that do not own automobiles," is the statement from the president of a bank in Oregon.

From the thrifty State of Iowa, the following is received from the cashier of a large bank: "We think that the machines owned here are used 50 per cent. of the time for business. As a matter of fact, it has been the means of bringing the country into very close touch with the town and our farmers are now buying machines quite largely. From the number of farmers who come personally to the writer and ask if he thinks they would be capable of running a car, he thinks that the year 1911 will double the sales of 1910. As far as Iowa is concerned the farmers are just waking up to the possibilities of the automobile and if you have ever had any experience with this class of trade, you will note that when one farmer in a neighborhood gets a thing, it is only a matter of a short time before the whole bunch have it."

A predominating feature of the correspondence reveals the frankness and thoroughness with which the bankers made the investigation. Many of them personally talked with automobile dealers and garage men, present and prospective owners of automobiles and the com-

pilation shows vividly that these hard-headed business men believe the automobile industry is practically in its infancy and that the public is only awakening to the great possibilities of the motor car.

The investigation instigated by President Briscoe is the only thorough investigation ever made by a motor car concern and the result plainly shows how easy it is for a few men to make statements at random and founded only on sensational reports which are not backed by the real facts and conditions.

President Briscoe was determined to know the facts regardless of the cost, time and labor which was necessary, because the United States Motor Company, being the most important producers of automobiles in the industry, was more vitally interested than any other one concern.

President Briscoe makes the statement that it is the policy of the United States Motor Company to "cut the cloth to fit the garment," and by having centralized the productive capacity of its sixteen large factories a beneficial control can be maintained for good to the purchaser, general industry and the company alike, and that what his company wants is true facts upon which it will base its production and extensions.

St. Paul Mayor Wins Time Prize

Mayor Keller, of St. Paul, Minn., won the first prize offered for the owner of the car completing the sociability run of the St. Paul Automobile Club on August 27 in time closest to that known only by one of the club officials. About 115 people participated in the run, which was a huge success. The cars started from St. Paul and the objective point of the tour was the club's country home on Lake St. Croix.

A tire blowout delayed St. Paul's chief executive somewhat and his car consumed one hour and sixteen minutes for the journey. The secret time was one hour and thirty minutes and Mr. Keller's time was the closest. Dr. W. D. Kelly, Clifford Carling and W. H. Kent were the other prize winners.

The Automobile Club of Philadelphia is planning to hold another sociability run on September 17 and 18. The first, held a few weeks ago, was such a success that all those who participated are anxious for another.

Bird Men Perform at Sheepshead Bay

The performance of Glenn H. Curtiss and his band of daring bird-men at the Sheepshead Bay (N. Y.) track came to a conclusion on August 28, after New York had been treated to some of the most sensational "stunts" ever performed with a heavier-than-air machine. That New York liked these daring performances was shown by the large crowds that visited the track.

On the last day 8,000 persons cheered Eugene Ely when he completed three round trips to Flatbush in his machine. He remained in the air 22 minutes. Mars also made a flying trip to Flatbush and return in $7\frac{1}{2}$ minutes each way. High wind spoiled high flights during the early part of the day. When Ely returned from one of his long flights, Mars went up in the air to greet him, and both men made two circuits of the field at an altitude of about 100 feet.

Mars won his license as an air pilot from the Aero Club of America when he made five laps of the field and landed on each circuit within 150 feet of the starting point. It will entitle him to enter in the international meet for the speed trophy now held by Curtiss, and is the eighth sky pilot's license in existence, the others being held by Wilbur and Orville Wright, Anthony Drexel, Capt. Baldwin, Curtiss, Paulhan and Clifford B. Harmon.

Only two short flights were made on August 25 owing to a too frisky breeze. Ely and Augustus Post were the two aviators who dared the dangers of flying in the wind. It was Post's first attempt at flying unaccompanied.

On Friday, August 26, Augustus Post made a flight that was a "thriller." In a wind that kept the other aviators on the ground, Post started his machine along the ground and then seemed to lose control of it, for it headed straight for a fence. The elevation planes were lifted just in time to avoid a collision. Post's machine performed some evolutions that put the daring of Mars, McCurdy and Ely off the shelf, and finally landed safely in the center of the field.

The wind was pretty stiff this day, and few flights were made by the other aviators. Straight-away races between Ely, Mars and McCurdy were the feature of the day outside of Post's flight.

A new world's record was established on

August 27, when McCurdy, flying at a height of 500 feet above the water in an aeroplane equipped with a wireless outfit, sent a message to an operator stationed on the roof of the grand stand. The aeroplane was a mile away from the stand when the message was sent.

A few minutes before 6 o'clock McCurdy nipped into his wire cage, reversed the visor of his cap, waited till his ear told him that the engine was running true and sweet, flapped down his hand in the getaway signal, shot forward and took wing. Rising steadily, with the wireless counterpoise, fifty feet of telephone wire and a lead weight trailing after him as a bird trails a stolen silk thread, McCurdy hurried toward the beach. Presently he was just a smudge in the faraway sunlight.

Horton, the operator on the roof, received the following message from McCurdy:

"OVER BARREN ISLAND, 6.54 P. M.—H. M. HORTON: Another chapter in aerial achievement is recorded in the sending of this wireless message from an aeroplane in flight.

"MCCURDY."

Then five minutes later McCurdy swooped down to say that it was no trouble at all. He wiggled his fingers over the sending key without swerving his machine a foot out of his course up or down. He was traveling slantingly against the wind at perhaps forty miles an hour when he wirelessly to Horton.

Saturday was full of incidents at Sheepshead. While flying 500 feet in the air over New York's lower bay, the handle of the lubricating pump on "Bud" Mars aeroplane broke and flipped over to tangle the motor control. There was a short circuit and the motor came to a standstill.

Mars remained cool and shoved the steering wheel away from him, which deflected the small front planes and sent the machine sliding down straight toward the water. The machine struck the water with a splash. It was equipped with pontoons and did not sink. Mars wore a heavy leather coat, and after he had succeeded in taking it off he had no difficulty in remaining above water. After 45 minutes floundering around in the water a tug boat rescued him and his aeroplane.

This mishap occurred early in the morning, but it did not deter "Bud" from making flights the same afternoon.

Asbury Park Meet Ends Brilliantly

The successful aviation meeting at Asbury Park, N. J., came to a conclusion on Saturday, August 27, with a series of flights at Interlaken field that were truly thrillers. Ralph Johnstone and Arch Hoxey, who had been trying to out do each other in daring stunts since the meet began, simply threw discretion to the winds to make the last day a record breaker for spectacular aeroplaning.

Johnstone made three flights, ranging from seven to thirty-two minutes, Hoxey made two trips through the air, the longest of which was twenty-eight minutes.

Johnstone's best flight was his last of the day when he stayed in the air for 32 minutes and sent his machine to an altitude of 2,800 feet. He traveled an estimated distance of 30 miles during this trip. The machine traveled over Red Bank, Interlaken, Oakhurst, Allenhurst, Deal Beach, Loch Arbor, Elberon, Long Branch, Monmouth Beach and Sea bright.

Walter Brookins' flight of five minutes ended the day's program. He used the new Wright machine and made it execute several abrupt turns when high in the air. When ready to descend he coasted a distance of three hundred feet.

On Friday, August 26, the day's exhibitions were abandoned by the promoters because of

the excess rain and wind. The aviators did not take things in the same light, however, and early in the afternoon Hoxey and Johnstone brought their machines out of the tents and toned them up.

Hoxey was the first to get started and after a swing around the field he sent his machine into the air and rose to a height of about 1,000 feet over Oakhurst. At one time he swung his machine out over the Atlantic Ocean for half mile, but decided that was far enough and returned. In all his flight lasted 26 minutes.

Hoxey's machine had barely touched the earth when Johnstone hopped into his and ordered the mechanics to "let 'eh go." The motor was working sluggish and the few spectators present thought that Johnstone would return after a short flight around the field. However, Johnstone headed his aeroplane skyward and 10 minutes after starting was 1,000 feet in the air. This is a new record time for Wright machines for the first 1,000 feet. When 1,000 feet above the field, Johnstone shut off the power in his machine and started a spiral glide that brought him to earth in a little over 2 minutes.

On August 25 the rain and wind caused the calling off of all flights except a short one by Johnstone.

Curtiss Flies Over Lake Erie

Glenn H. Curtis did some remarkable flying on August 31, when he piloted his aeroplane from Euclid Beach, a few miles from Cleveland, O., to Ceder Point, off Sandusky Bay, a distance of 60½ miles, over Lake Erie all the way. He made the flight in 1 hour and 18 minutes, averaging 46.1 miles an hour.

The flights was technically the longest ever made over water. Curtiss did not get far from the shore at any time during his trip. Once he was out about a mile from the beach, but he drew in again to avoid the cross currents that he seemed to find at that distance, and most of his journey he was whizzing along parallel to the shore line about 300 feet out over the waves.

Thousands of people were lined along the water front to see the great man-bird in a flight that was even more spectacular than the

one he made down the Hudson River from Albany to New York some time ago. His trip brought him along the water front of several cities and summer resorts where large crowds cheered him on.

It was Curtiss' intention to complete a return flight from Cedar Point to Cleveland. The 30-mile gale, which impeded his progress during the last 20 miles from Cleveland, would not permit the trip and it was postponed until the following day.

The New Jersey Automobile and Motor Club is at the head of a movement to secure the enforcement of the universal light law of that State.

No adequate penalty supports the present weak law in this subject and there is very little effort to enforce it.

COMMERCIAL MOTOR VEHICLES

What N. Y. Fire Department Wants

Contractors who wish to bid for the new fire apparatus to be installed by the New York City Fire Department, consisting of six automobile hose wagons, one gasoline-propelled pumping engine in combination with hose wagon, one aerial hook and ladder truck of self-propelling design and two motor trucks, will have until September 8 to furnish their estimates. The bids will be opened on that date, at 10.30 A. M., and the contracts awarded within a few days thereafter.

Contractors are allowed 120 working days to furnish the six hose wagons, 180 working days to furnish the engine, 150 days to furnish the hook and ladder truck and 60 working days to furnish the motor truck.

It is considered that the awarding of the above contract will mark one of the most important periods of evolution in the history of the New York Fire Department, and prophets are not wanting who predict that it marks the beginning of the end of the horse-drawn fire apparatus in the metropolitan city. Commissioner Rhinelander Waldo is an enthusiastic motorist, and has entered into the plans to equip the department with self-propelling apparatus.

Fire Chief Edward C. Croker has also commended the self-propelled apparatus. The most convincing fact in the matter, however, that appealed to the heads of the fire department, was the low cost of maintaining a self-propelled hose wagon in the high-pressure district in comparison with the expense of maintaining horses. In the former case the running expenses was something like \$72 per annum, while the horses averaged almost as much as that per month.

For the six automobile hose wagons no bidder can compete who has not manufactured and had in operation at least 25 chassis with the type of engine, transmission, ignition and lubricating systems which it is proposed to furnish under the specifications.

Outside of the regulation fire department equipment, the following specifications have been drawn for the hose wagons:

Chassis.—Frames of solid rolled channel steel, of ample dimensions for hard service; frames to be braced and riveted in a first-class

workmanlike manner. Radiator to be protected by guards attached to or forming part of the frame.

Wheels.—Wheels to be not less than 34 inches or more than 36 inches in diameter, made of the best selected hickory, artillery type, with steel channels for tires; one extra front and one extra rear wheel, fully finished and tired, are to be furnished by the contractor with each chassis.

Tires.—To be of side wire type, 5 inches wide on forward wheels and 5 inches wide dual on rear wheels, and shall be equal to Fire Department sample.

Axles.—Axles to be made of best steel and suitable sizes for load carried and service required.

Springs.—Springs to be at least 3 inches in width, made of the best spring steel, and sufficiently strong to properly carry the load.

Brakes.—To be equipped with extra strong foot and emergency brakes, powerful enough to hold the apparatus on any grade up to 25 per cent; this means that each individual brake on the apparatus must be able to hold the entire apparatus with a full load of not less than 6,000 pounds on said 25 per cent. grade, and the said brakes to be operated by pilot on seat of apparatus.

Wheel-Base and Tread.—Wheel-base shall not be less than 144 inches; tread to be not more than 68 inches.

Steering Wheel and Operating Levers.—Steering wheel and operating levers to be placed within convenient reach of pilot.

Transmission.—Transmission to be of the selective or sliding-gear type, with at least three speeds forward and one reverse. Drive is to be by means of chains working sprockets on rear wheels.

Lubrication.—All moving parts to have ample and modern facilities for lubricating.

Motor.—The motor shall be a four-cylinder, four-cycle type of sufficient horse-power to develop and maintain a speed of 30 miles an hour on the highest gear for one hour through the streets of the City of New York, with a load of 6,000 pounds.

Ignition.—A primary and a secondary system, to be furnished by a magneto; the secondary system to be furnished by storage batteries.

Speedometer.—Speedometer to work on the electric magneto principle, with a recording capacity of 60 miles per hour.

Light.—One ten-inch gas searchlight is to be furnished with each apparatus, to be placed on top of dash, supplied by gas tank of 40 cubic feet gas capacity, sufficient to supply gas for 40 hours to a one-half-foot burner.

Automobile Equipment.—There shall be furnished with each apparatus a full set of wrenches and tools for making all ordinary repairs and adjustments, including: Two extra sets of spark plugs; two reflecting oil lamps, showing red lights ahead, to be placed in front; one siren horn, connected with motor mechanism, so as to be operated by pressure of pilot's foot.

Painting.—The wagon body to be painted white and striped the regulation style of the Fire Department, City of New York. The running gear shall be painted maroon color (Masury's No. 9526), with a broad gold stripe and fine line of salmon color, all to be of the regulation style of the Fire Department, City of New York. The letters F. D. N. Y. and the company number are to be painted on the center of side panels of body; deep gold is to be used in all work on body and running gear; sample of maroon shades and decorations will be furnished by the Fire Department, City of New York.

General.—All steel, iron work, painting, trimming, woodwork, finish, etc., shall be of the best quality; all sizes and parts not specified shall be of a character to perform the special work of the Fire Department, City of New York; no castings are to be used in the construction of the body and running gear; all automobile accessories and parts of the apparatus shall be of the best quality and most approved pattern; all railings and trimmings to be nickel-plated; all iron to be well coppered before nickel-plating.

Delivery.—The apparatus shall be delivered at the Repair Shops of the Fire Department, 12th Avenue and 56th Street, Bouough of Manhattan, and when so delivered shall be subject to the aproval and acceptance of the Fire Commissioner of the City of New York.

Guarantee.—The contractor shall guarantee that for a period of two years the apparatus shall, at all times, show a working efficiency of at least 75 per cent. of the efficiency specified in the contract; that all repairs and adjust-

ments, except such as may be rendered necessary by reason of accident (other than breaking of machinery or parts thereof), or neglect or carelessness on the part of the members of the Fire Department, shall be made by the contractor at his own expense. If the apparatus shall be out of service for the purpose of making repairs or adjustments other than those caused by accident (other than breaking of machinery or parts thereof), or neglect or carelessness on the part of members of the Fire Department, for a period greater than 50 days in any one calendar year, the apparatus shall be rejected from the service of the Fire Department and returned to the contractor, who, within 30 days from said rejection, shall remit to the Comptroller of the City of New York the full amount received by him in payment for said apparatus. Guarantee does not cover tires.

For the gasoline propelled pumping engine the detailed specifications are as follows:

Chassis.—Frame of solid rolled channel steel, of ample dimensions for hard service; frame to be braced and riveted in a first-class workmanlike manner. Radiator to be protected by guards attached to or forming part of the frame.

Wheels.—Wheels to be not less than 34 or more than 36 inches in diameter, made of the best selected hickory, artillery type, with steel channels for tires; one extra front and one extra hind wheel, fully finished and tired, are to be gurnished by the contractor.

Tires.—Tires to be of the side wire type; 6 inches wide on forward wheels and 5½ inches wide dual on rear wheels, to be equal to Fire Department sample.

Axles.—Axles to be made of the best steel and suitable size for load carried and services required.

Springs.—To be at least 3 inches in width, made of the best spring steel and sufficiently strong to properly carry the load.

Brakes.—To be equipped with extra strong foot and emergency brakes, powerful enough to hold the apparatus on any grade up to 25 per cent.; this means that each individual brake on the apparatus must be able to hold the entire apparatus with its full load of not less than 4,500 pounds on said 25 per cent. grade, the said brakes to be operated by pilot on seat of apparatus.

Steering Wheel and Operating Levers.—

Steering wheel and operating levers to be placed within convenient reach of pilot.

Transmission.—Transmission to be of the selective or sliding-gear type, with at least three speeds forward and one reverse. Drive is to be by means of chains working sprockets on rear wheels.

Wheel-Base.—To be 156 inches, with tread of not more than 68 inches.

Lubrication.—All moving parts to have ample and modern facilities for lubricating.

Motor.—The motor shall be four-cylinder, four-cycle type, of sufficient horse-power to develop and maintain a speed of 30 miles per hour on the highest gear for one hour through the streets of the City of New York, with its full load of 4,500 pounds, and also to drive the pumps at full rated capacity.

The painting and general specifications are the same as those required for the hose wagons. The delivery of the pump engine is to be made at the same place as the hose wagons. The guarantee of the contractor for the pumping engine is the same as that required from the successful bidder for the construction of the hose wagons, except that for a period of two years the pumping engine shall be required at all times to show a pumping efficiency and self-propelling efficiency of at least 90 per cent. of the pumping and propelling efficiency specified in the specifications.

For the aerial hook and ladder truck, the following are some of the requirements that have to be filled:

Axles.—To be of truss construction and amply strong for the load imposed and severe service required.

Steering.—To be through all four wheels; front wheels to be operated by large hand wheel, with worm and sector on axle; rear wheels to be operated by similar gearing, but wheel to be removable from top of shaft, and shaft to be removable from gear and axle.

Brakes.—There shall be external band brakes on all four wheels, being operated in pairs through two foot pedals. There shall also be electric brakes operated from the controller and acting simultaneously on all four wheels. These brakes shall have four points and shall be capable of stopping the vehicle more quickly than mechanical brakes.

Propelling Mechanism.—The direct driving power is to be electricity, supplied by power-driven generator. The power is to be applied

to each wheel through electric motors, said motors being enclosed in and geared to the wheels. These motors are to be of 3 horse-power each, having a momentary overload capacity of 200 per cent.; the mechanical losses through the gearing not to exceed 3 per cent. Motors shall be of standard design and manufactured by a responsible maker, so that spare and repair parts may be obtained at any time; all parts being strictly interchangeable.

Generators.—To be especially adapted to the work. The maximum rise in temperature in any part of the generator after an hour's run, under average operating conditions, shall not exceed 40 degrees C. It is to have an overload capacity of 200 per cent. for two minutes. Its frame is to be of cast steel, with heavy aluminum bearing housings. Bearings shall be of plastic bronze, easily removable, dust proof and lubricated by means of oil reservoirs and rings. Armature shaft shall be turned from one piece of 35-point carbon steel, the flange for coupling with the engine being integral therewith. The winding and insulated parts of the generator and motors shall be subjected to a high potential test of 500 volts, alternating current for one minute between windings and ground. Generator shall be of standard design and manufactured by responsible maker, so that spare and repair parts may be obtained at any time; all parts being strictly interchangeable.

Engine.—To be especially adapted for this service and of not less than 40 actual horse-power; four-cylinder, four-cycle; water cooled. The bearings are to be of ample size and number for service required.

Carburetor.—Float feed automatic auxiliary air intake, throttle operated.

Ignition.—Dual system; jump spark, with magneto and batteries.

Lubrication.—Force speed to all services requiring lubrication.

Radiator.—To be honeycomb type, placed on front of chassis and to have adequate capacity for keeping the engine cool under service conditions.

Control.—Of engine, through foot throttle, and of motors, through hand-operated controller so arranged as to reverse the direction of rotation of motors, and to group motors for either heavy pulling or high speed.

Gasoline Tank.—To be of galvanized steel,

thoroughly riveted, with splasher compartments; with capacity of 30 gallons.

Speeds.—Vehicle to have no fixed speeds, but to be capable of traveling at any speed between minimum and maximum of 20 miles per hour (on smooth, hard, level ground) by the opening or closing of the foot throttle. Changing from one speed to another to be effected gradually and without shock or jar.

Tires.—Side wire type, equal to Fire Department sample; dual $3\frac{1}{2}$ inches by 36 inches solid rubber.

Fast Newspaper Delivery

The use of the White 1,500 pound delivery wagon is proving a great success in the de-

8 or 10 o'clock at night, Sunday being excepted.

In this car, deliveries are made to substations and carriers in the city and suburbs and the mail is delivered to and from the post-office. The machine is in daily service from fourteen to sixteen hours.

"Conservatively speaking," says J. W. Magers, circulation manager of the *Sun*, "the car does the work of two teams on short hauls and would displace three teams on long hauls—by long hauls we mean those that would exceed eight city blocks. The service this car has given has been a pleasant surprise to us and the more so that we haven't had any trouble at all as yet and we have been giving



WHITE TRUCK READY FOR "ROUTE" WITH BALTIMORE SUNS

livery of the Baltimore (Md.) *Sun*. This car was put into service June first and since that time has been delivering papers to the substations in the suburbs of Baltimore in an extremely efficient manner.

In handling the early edition of the paper, the White truck is in service from 1 to 8 o'clock in the morning during the seven days of the week while in conveying the afternoon papers to their various destinations, the truck works from 2 o'clock in the afternoon until

it considerably harder service than we had anticipated. Even the editorial department has found it of service on a couple occasions in making rush runs to fires at night."

During the eight morning trips, the truck has found it of service on a couple of occasions generally makes the excellent average of 25 miles an hour during the day. This mileage is exceedingly good considering that there are few cities in the country with streets so hilly and so hard on tires as those in the city of

Baltimore. The truck has averaged 12 miles to the gallon of gasoline. There have been no repairs necessary during the first two and one-half months of service.

Commercial Vehicle Contest for Boston

Plans have been completed for a commercial vehicle contest in Boston on October 14-15 to be run under the auspices of the Boston *American*. It will be similar to the contest recently held by the Philadelphia *North American*. A sanction has been granted by the A. A. A. and officials of the Bay State A. A. will manage the contest. These officials comprise President Lewis R. Speare of the A. A. A.; Harry Knights, of the A. A. A. Contest Board; E. A. Gilmore and Alonzo D. Peck. There will be four classes: Class A, 1,000 pounds or less; Class B, 1,001 pounds to 1½ tons; Class C, 1½ tons to 3 tons; Class D, 3 tons and over. It is open to gasoline and electric vehicles. The first day the machines will go to Lowell, Lawrence, Haverhill and Newburyport. The next day they will return to Boston from Newburyport by way of Ipswich, Salem, Beverly, Lynn, Revere, Chelsea, Cambridge to the starting point. The total distance will be about 125 miles.

Still Another Use for Motor Car

The increasing use of the automobile in Louisville, Ky., as a business vehicle was indicated this week by the purchase of an Overland runabout by the Louisville Home Telephone Company for use in its construction department. The car is handled by Longest Bros.

Hewitt Trucks to Go to Philippines

One of the most important orders booked by a Detroit factory for motor trucks was received by Edward R. Hewitt, of the Metzger Motor Car Company, last week. Warwick Green, superintendent of public works in the Philippines, contracted for three of the two-ton Hewitt trucks and four trailers. These trucks will be used on road and other work, and one of their leading stunts will be to climb 5,000 feet in a route that is 22½ miles in length. Mr. Hewitt says there is no question about their ability to do it. Mr. Green had visited the truck plants in the old country and several in the United States before placing

his order. These trucks will be of special pattern and will be built at the New York plant of the Metzger Motor Car Company, but after the first of the year the truck business will be transferred to the big plant to be built for the purpose in Detroit.

Grabowsky Wagons Sell Good in West

F. W. King, of Los Angeles, has sold 39 of the Grabowsky power wagons in less than a year, in spite of the fact that there are fourteen agents of eastern truck companies in that city. Mr. King is a firm believer in the motor truck, and cites the instance of a Los Angeles firm that bought a 3,000-pound truck to take the place of two teams and found that the net saving in eight months was \$1,000. Mr. King has dealt in all kinds of vehicles. He is an uncle of Roy D. Chapin, president of the Hudson Motor Car Company.

How a Car Paid for Itself

July 7 last the Glenkood Garage, of Riverside, Cal., purchased an E-M-F. "30" car and put it into rental service. By July 7 it had completely paid all its expenses, reimbursed its owners for the price paid and showed a net profit of \$177.11. August 10 the Glenwood Garage refused an offer of \$1,200 for the car as she stood, after a service in the rental work of 12,700 miles.

Although the car was in daily use with a variety of drivers, the cost of keep-up, aside from supplies and one set of rear tires was but \$10.80.

Mr. Dundas, of the Glenwood Garage, has kept careful track of the expenditures required by the car and submits the following total, the price of the car being, of course, reduced from the regular list by the amount of the agent's discount:

E-M-F.	\$1,205.00
Supplies	87.00
Gasoline, 635 gallons.....	111.19
Lub. oil	25.02
Tires, second-hand.....	20.00
Shop work.....	10.80
Washing and polishing.....	54.13
Driving	176.80
	<hr/>
	\$1,689.94
Credit by livery.....	\$1,867.05
Expenses	1,689.94
	<hr/>
"Velvet"	\$ 177.11

INDUSTRIAL AND TRADE NEWS

NEW YORK

New York

What is termed a "definite, comprehensive, systematized movement, looking to the permanent standardization" of the automobile industry has been set on foot by the Society of Automobile Engineers. This organization has just appointed a Standardization Committee consisting of the following well-known engineers and metallurgists:

Howard E. Coffin, president of the society (ex-officio); Henry Souther, Hartford, Conn.; James H. Foster, the Hydraulic Pressed Steel Co., Cleveland, Ohio; H. S. White, the Detroit Seamless Steel Tubes Co., Detroit, Mich.; Charles T. Jeffery, the Thomas B. Jeffery Co., Kenosha, Wis.; Elwood Haynes, the Haynes Automobile Co., Kokomo, Ind.; H. W. Alden, the Timken-Detroit Axle Co., Detroit, Mich.; Arthur Holmes, the H. H. Franklin Manufacturing Co., Syracuse, N. Y.; W. H. Van Dervoort, the Moline Automobile Co., East Moline, Ill.; D. F. Graham, the New Departure Manufacturing Co., Bristol, Conn.; G. B. Merryweather, the Motch and Merryweather Machinery Co., Cleveland, Ohio; A. C. Bergman, Simplex Automobile Co., New York; Coker F. Clarkson (secretary), 1451 Broadway, New York. This committee will be enlarged as shall be found necessary in the fundamentally important work it is doing. Various sub-committees will be actively engaged throughout the country on component parts of motor cars which can be properly standardized at this time. These matters cover a very broad field, including raw materials, machine tools, semi-finished and finished parts, engineering methods and practices.

The work of the committee involves an immense amount of detail. Success in such matters requires continual and faithful attention to the many considerations involved. Proper standardization will mean a tremendous saving to the industry and the public. For it spells efficiency, bettering quality reducing cost and facilitating production. It means interchangeability, highly valuable to producer and user.

Standardization must necessarily be very careful and deliberate, giving a proper balance of the many points making up the automobile engineering and production problems. Persistent application for several years by the most capable automobile engineers working jointly has resulted in the establishment of only a few standards, some of which have not been widely adopted. These are known as the A. L. A. M. screw standard and drill sizes for the same, spark plug, solid and adjustable yoke and eye rod ends, and horse-power formula. Recently the S. A. E. took over the engineering department of the automobile manufacturers' association, so that the work of the

society now has the virtue of being inclusive as well as continuous.

Subjects now in hand by the S. A. E. Standardization Committee are: The specification and heat treatment of automobile materials, the indexing and digesting of automobile engineering literature, the compilation and publishing of an automobile engineer's handbook or pocketbook, seamless steel tubing, sheet metal, lock washers, limits for screws and taps, round-cornered square holes and keyways, brake and clutch lever forgings, practice in plain and anti-friction bearings, wood wheel dimensions and fastenings for solid tires, shackle bolts, carburetor flanges, outlets, bolt-hole center distances, cap screws, gasoline connection, throttle levers and holes in same, water connections and gaskets, automobile nomenclature, frame sections. The matter of sheet metal alone involves the consideration of the chemical composition, dimensions and standard of measurement of clutch discs, brake drums, body panels, mufflers, radiators, fenders, hoods, sod pans, fan blades, hub caps, dashes, stops, running boards, miscellaneous stampings, and many other parts.

Owing to the magnitude of the still fast-growing automobile industry, it is necessary that the engineering work be carried on not only in accordance with the best methods that have obtained in every other industry of prime importance, but also in accordance with those conditions peculiar to the motor car business. The industry is clearly confronted with the absolute necessity of taking up the work in an active way. This had to be done in the railway business, and in practically all the old-line industries. And the only reason it has not been done in the automobile industry is that that industry has grown too fast, everybody connected with it having been too busy to give various requisite standardizations adequate attention.

General Manager J. M. Carples, of the Licensed Dealers' Association, reached New York last week from Europe, where he made an exhaustive study of factory conditions, being away three months. He found matters in a healthy state abroad, and looks for large orders for American automobiles.

Mr. Carples met the members of the U. S. Tariff Board in Paris on July 4, and has been appointed Special U. S. Tariff Commissioner to investigate automobile production costs. He has finished his work on the Continent and England, and is now ready to proceed with his investigations in this country. He expressed his belief, when interviewed, that the American automobile manufacturers no doubt

MICHELIN TIRES WIN



Elgin National Trophy, Distance 305 Miles

ELGIN, ILL., SATURDAY, AUGUST 27

FIRST—Lozier, Mulford, Michelins "**As Usual**"
Second—National, Livingstone, Michelins "**As Usual**"
Third—National, Greiner, Michelins "**As Usual**"

Illinois Trophy, Distance 204 Miles

FRIDAY, AUGUST 26

FIRST—National, Livingstone, Michelins "**As Usual**"
Second—Falcar, Pearce, Michelins "**As Usual**"
Third—Marmon, Dawson, Michelins "**As Usual**"

Kane County Trophy, Distance 170 Miles

FRIDAY, AUGUST 26

FIRST—Marmon, Buck, Michelins "**As Usual**"
Second—Marion, Monson, Michelins "**As Usual**"
Third—Marmon, Heineemann, Michelins "**As Usual**"

Mulford and Livingstone won the two long distance contests without a single tire change—another tribute to the speed and endurance of Michelins

MICHELIN

MILLTOWN, NEW JERSEY

Loose Sheets of This and Previous Sections May be Obtained by Remitting 10c. for Each

WASHINGTON TO ROANOKE, VA.

via Frederick and Winchester

A good starting place for a tour through the Shenandoah Valley is Washington. The accompanying tour traverses the entire valley, ending at Roanoke. The details follow:

From Pennsylvania Avenue turn right into 14th Street and bear left at Thomas Circle into Massachusetts Avenue. Turn right into Wisconsin Avenue. Through Bethesda and into Main Street of Rockville. In center of town bear right. Left at fork and again left at next fork. Through Gaithersburg and right at fork at Neelsville. Through Clarksburg. Left at fork and over bridge into Hyattstown. Through Urbana and over Potomac River. Enter on Market Street of

Frederick (44.5 miles).

To East Patrick Street, and then go west on Patrick Street. Direct through Jefferson. Over bridge and right at fork beyond then through Petersville. Right at fork and into Knoxville. Bear right at P. O. and again right along R. R. Through Weverton. At toll bridge over Potomac River turn right and then left into Shenandoah Street,

Harper's Ferry (63.5 miles).

Turn right on High Street and follow pike through Halltown and into Main Street of Charlestown. With fire-house on right, turn left into Berryville Pike. Left at fork and follow telegraph wires into Berryville. At brick hotel, turn right and over bridge over Opequon Creek. Turn left into East Lane Avenue, and at next corner turn right into East Picadilly Street,

Winchester (95 miles).

South on South Loudon Street and curve right into the Shenandoah Valley Pike. Continue straight ahead through several toll gates and over two bridges into Strasburg. Turn right into Main Street; end of street left fork. Over bridge and turn right through Tom's Brook. Over bridge and through toll gate into

Mauertown (120.8 miles).

Over bridge and through toll gate. Through Woodstock. Down hill and over bridge. Through toll gate and over bridge into Edinburgh. Over two bridges and into Mt. Jackson. Over bridge into

Newmarket (145 miles).

Direct ahead through Lacey Spring, Harrisonburg, Mt. Crawford, Burkstown, Mt. Sidney, Willow Sprout and Verona. Through two toll gates and follow trolley. Turn left and again follow trolley onto East Beverly Street. Immediately right on New Street of

Staunton (188.2 miles).

Go East and follow trolleys and at fork turn right and over R. R. crossing. At next fork turn right. Into Mint Spring and then straight ahead through Greenville, Midway, Fairfield, Timber Ridge. Turn right at fork. Over bridge and about 1 mile beyond ford stream. At end of the road turn left. Turn right and direct to

Lexington (225.1 miles).

Straight ahead and at fork turn left down hill. At fork turn left and ford stream. At the end of the road turn left and down hill. Over bridge, turn right and then up hill. At fork turn left and follow telegraph wires straight ahead to next fork, where turn left. Turn right at next fork to

Natural Bridge (240.1 miles).

Just beyond right fork, pass under foot bridge and then straight ahead over bridge. Straight ahead, turning right at fork and down hill. Over bridge and turn right into Main Street of Buchanan. Straight ahead and over bridge. Direct to fork, where turn right. Over two bridges and right at fork. Over bridge at Cloverdale Station. At the end of the road turn left. At the end of this road turn right. Over bridge and turn right. Right at fork. Right leaving wires, and at end of the road turn left. End of the road turn right into Bonsack. Meeting trolley turn left. Turn left into Commonwealth Avenue. Straight ahead; leaving trolley turn right at R. R. station and immediately turn right to Hotel Roanoke,

Roanoke (280.9 miles).





Are you skeptical regarding the possibilities of

ELECTRIC WELDING?

Do you doubt that the process is capable of positive results—pleasing to the manufacturer?

Have you tested the efficiency of the method that can make integral a rough drop forging and a piece of machinery steel or steel tube?

Do you know that welding by electricity is not only practical but economical?

These are questions that we can answer to your entire satisfaction; questions that we are answering every day by producing the goods.

Practically every automobile and accessory manufacturer in the country recognizes our products as meritorious and dependable.

RIMS ∴ TUBING ∴ PARTS

THE STANDARD WELDING CO.

ELECTRIC WELDING PIONEERS

CLEVELAND

Western Representative
L. F. McCLERNAN
Monadnock Block
CHICAGO

Eastern Representative
L. D. ROCKWELL
United States Express Bldg.
NEW YORK

Please Mention AUTOMOBILE TOPICS When Writing.

would treat the U. S. Tariff Board and its work with as much fairness as the foreign manufacturers have done, and thought it would not take him long to finish his report. He also stated that the data he had secured were confidential and that he could not say, at the present time, whether the Government would publish them or not.

Speaking as the general manager of the Licensed Automobile Dealers, Mr. Carples said that he had visited every factory of consequence in France, England, Germany, Belgium, Italy and Switzerland and had found the conditions healthy and normal.

"There is no over-production, and no wild-cat schemes are on foot to discourage production and capital. The Continental manufacturer seems to be trying his best to build a sufficient number of good cars to supply the demand. His energies bent in this direction, he is not making any frantic effort to force the growth of this demand, except in one direction—export. All foreign motor car makers are anxious for export business, and give to the wants of the export trade their best attention, as well as an inducement of a 5-10 per cent discount over the local trade.

"Germany and France foster the commercial or freight vehicle industry, and the development of this field under the patronage of the government has been exceedingly rapid. The subsidy offered by the government to the makers, to produce trucks that will last, has had two results: First, the maker's striving to satisfy his government, knowing he will find an outlet for his product when this is done, and, second, the government having invested in these vehicles, it takes care to build good roads to suit them, so that they will fare better.

"Much has been said here about financial stringency, depression, even a coming crisis. I, for my part, certainly cannot see why. There is no cause for fear. It appears from my travels and investigations that the cereal crop on the Continent is a failure, and the fruit crop is absolutely ruined by the heavy rains. Large orders for delivery have already been received here, and before the end of the year the United States will be the biggest seller in the world. The agricultural and banking elements will benefit directly, and, therefore, the rest of the nation must benefit indirectly. With prosperity staring us in the face, I see little cause for calamity howling."

In demonstrating a car to a prospective customer all sorts of stunts are required, but one of the hardest that was ever suggested was the performance to which a Carhartt car was subjected in the Plainfield stone quarries during this week.

At the request of Mayor Smalley, of North Plainfield, the car was sent out to his quarries for inspection. It suddenly being necessary for the Mayor to go to a distant part of the quarries at a level 80 feet higher than the place in which his office was located, he suggested that the run be made in a stock Carhartt car.

The raise of 80 feet was covered in a road a little less than 100 yards in length with two bad curves in it and the way the car negotiated the climb convinced the Mayor that the Carhartt automobile was the one for his purpose.

Vice-President Horace De Lisser of the United States Motor Company announced early this week that that organization will hereafter be represented in all big racing and endurance events and that Hugh N. Harding, one of the best known and nerviest American drivers, has been secured to pilot Maxwell, Columbia and Stoddard-Dayton cars.

It is the intention of the big \$30,000,000 selling organization to have some of its various divisions represented in all prominent track and road events and that a racing team will be maintained, which will be in charge of Contest Manager M. C. Reeves.

There is probably no driver of racing cars who is better known than Harding. He first came into prominence in this country in 1906 by establishing a record for the Wilkes-Barre hill climb in an English Daimler. Unlike most American drivers Harding's racing career began abroad when he drove a Napier in the 1904 James Gordon Bennett race. Following the Wilkes-Barre hill climb he drove a Haynes in the 1906 Vanderbilt elimination race and since that time has participated in all big racing events in this country. His driving of the Isotta in the Briarcliff road race in 1908 is well remembered, and other events in which he has taken part are the Grand Prize at Savannah, in which he drove a National, the Vanderbilt cup race of 1909 and the Fairmount Park race, during which events he piloted Apperson cars.

"A long history of squeaks and minor replacements should teach the owner that many parts of the automobile require occasional oiling for which his mechanical or automatic system makes no provision. Nothing is easier for the owner who drives himself, than to forget a few rather inaccessible screw-down grease cups, worse still, those many ungreaed moving parts when he pays his morning visit to the car," says Frank B. Killian, of Mobiloil staff, of Rochester, N. Y. "When he is finally convinced that he has at last exhausted the tale of separate oilings, that he knows by long experience every single detail of the car's anatomy, which requires periodic attention with tomy, which requires periodic attention with the parts neatly typed on a card, to render the card waterproof with size varnish, and to secure it by pins in an inconspicuous portion of the dash or inside the cover of the tool box. Otherwise even the most careful owner is likely to omit important details if he attempts to carry the necessary list in his head."

The announced reduction in the price of Weed chains, which was set for September 1, has taken place. The new price list has just been published and show a most decided cut in both the complete chains and the cross chains. Prices now range from \$3.50 for the 28 by 2½ size to \$15 for the 40 by 6.

The Tyron Auto Pump Company has opened an office at 1753 Broadway, to market an entirely new automobile tire pump, which has been tested by a number of prominent automobile manufacturers.

Buffalo

A decade and a half ago "Mike Dirnberger" was a name to conjure with on the bicycle race track. The stocky, determined young man rejoiced in that cognomen met with wonderful success in the sport, and retired at the height of his fame to fit himself for more serious work. He studied law in Buffalo, his home town, and soon became successful. Recently he was elected secretary and treasurer of the E. R. Thomas Motor Company, and this paragraph is written to enlighten those old timers who might fail to recognize in "M. F. Dirnberger" the erstwhile king of the race track.

Immediately upon commencing his new duties a statement was issued by the new official in which he said:

"We believe, as far as our present business conditions are concerned, next year will be as good if not better than any previous year. There is no question but that we could sell more cars this coming year than we are planning to build, but the continued success of the automobile manufacturer will come to those who eliminate night and rush work, making cars in such quantities and of such quality that the demand for them will be greater than the supply. The present standing of our factory, branch houses and agents was never better. They have more new orders booked, fewer second-hand cars on hand than ever before at this time of the year."

MICHIGAN

Detroit

Additional returns from the census department show that the automobile has been the main factor in Michigan's growth in the last decade. The State gained 389,191 people in the period, or a shade more than 16 per cent. Of these, 180,062 came to Detroit, 25,447 to Flint, 14,744 to Lansing, 6,253 to Jackson, with Pontiac returns not at hand, although that city has doubled in the ten years. In the four cities where the figures are given the gain is 226,506 people, and no cause can be assigned for the bulk other than the manufacture of automobiles.

Naturally Detroit crows a lot about its gain of 63 per cent, which is far ahead of any of the big cities, and has landed this place in front of Buffalo, which had Detroit beaten ten years ago. However, the most wonderful gain on record among established and old cities is that of Flint. In 1900 there were 13,103 people in the seat of Genessee County. This census finds 35,550, a gain of 194.2 per cent., and the Buick plant is almost wholly responsible for this. Not only has the Buick Company brought tens of thousands of people to that city, but it has inspired other industries, and the combination has made a fine little city of Flint.

Lansing, where the Olds and Reo plants are the big industries, jumped from 16,485—a sedate State capitol—to 31,229, hustling and up-to-date city.

In Jackson the gain was not so pronounced,

the moving of most of the Buick activities to Flint being largely responsible. However, the population now is 31,433, a gain of 6,253, which is 24.8 per cent. on the right side.

It is suggested that if the State Legislature, at its session this winter, votes any money for memorials it should see that a towering bronze is placed on Belle Isle, typifying the era of the gas engine and the centralization of the automobile business in this commonwealth.

On Wednesday of last week the Cadillac Motor Car Company had on file specifications for 1,500 cars of the 1911 models for immediate delivery. These are to go to all parts of the country. Beginning with September 1 the factory output will be 1,200 cars monthly, and this will continue until 12,000 cars have been built and delivered. Applications for territory are coming in from all parts of the country, so that the season of 1911 promises to be the greatest in the history of this wonderfully successful company.

Wallace C. Hood, sales manager of the Chalmers Motor Company, is now on his annual western trip, and probably will not return East until the time of the New York show. Mr. Hood visits all of the western agents and finds

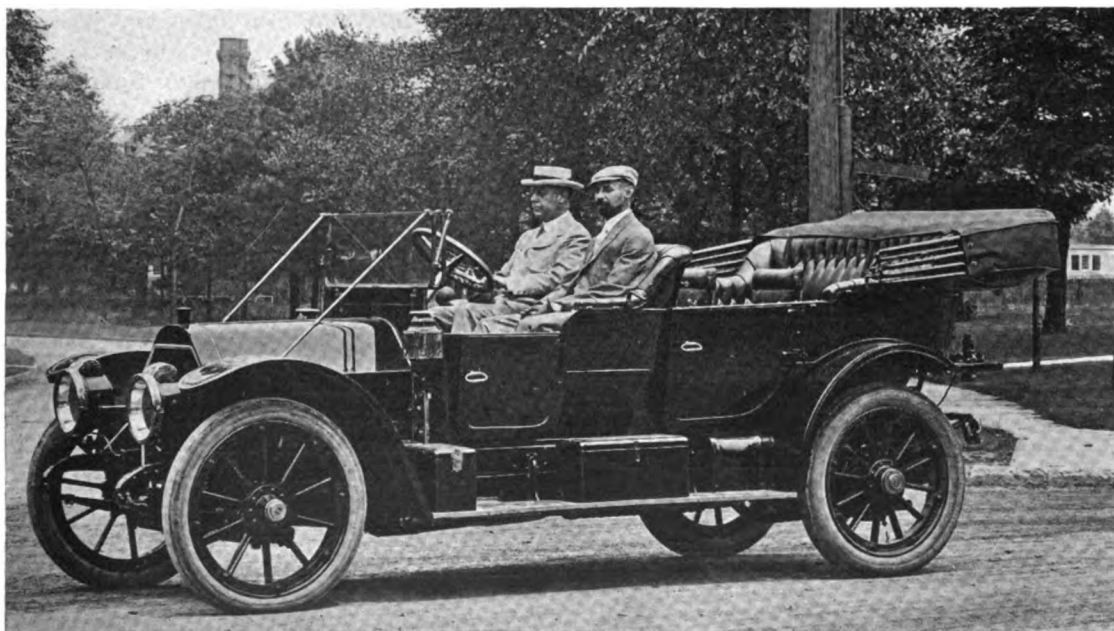
that by spending some time with them the business profits.

Since the announcement of the 1911 Chalmers models orders have been coming in so fast at the Chalmers Motor Company that the Saturday half holiday is a thing of the past, and men are now working nights and Sundays.

The Lion Motor Sales Company has sold twenty-five Lion "Forties" to J. J. Cushing, of Monessing, Pa. They will be shipped this week. John Olmon has taken the agency for the Lion in Alabama.

The Cartercar Company has invaded Canada by placing the Toronto agency with W. J. Hunter & Son. The first Cartercar to cross the border is being shown at the Toronto fair this week.

Two of the most striking figures in the automobile racing game now are at work in Michigan. Louis Chevrolet, in addition to being a great driver, is a wonderful mechanic, and he is building at Flint a Marquette-Buick that is expected to be the sensation of the racing world. There is no detail of the mechanism that is foreign to him, and he works harder



THE NEW 30-60 HP. SHAFT DRIVE VESTIBULE TYPE STEARNS TOURING CAR, WITH VICE-PRESIDENT ROY F. YORK (AT THE WHEEL) AND GEORGE H. BOWLER

than any man at the Buick plant. When the car is done he expects to drive it overland for about 2,000 miles, to subject it to all sorts of tests and thoroughly limber it for racing. Meanwhile, Bob Burman is hiking from one Michigan town to another in his Marquette-Buick and giving it a most strenuous test.

The new Regal "20" is the first low-priced car to be constructed with a full underslung frame. The engine, four cylinders, $3\frac{3}{4}$ by $4\frac{1}{2}$ inches, will develop 20-25 hp., and the car is one of the dandy roadsters of the new crop.

The Autoparts Manufacturing Company has appointed Fred C. Neidermiller secretary. Plans are being drawn for new buildings that will allow the company to double its output.

Frank L. Pierce, who has charge of the new Regal agency at Cleveland, spent a few days at the factory. He says that about 50 per cent. of the cars sold in the Buckeye State go to the farmers and that the outlook for 1911 is encouraging. Now that the flurry is over he thinks that the bankers will be less critical about advancing money and will let up in their side remarks about the business.

Hupmobiles for export are getting to be rather common. During the last week a carload of eight left for Australia and one for Tasmania. A direct order was received through Amsterdam for a Hupmobile for Dr. Vinkhusen, a resident of Djernber, Java.

Dr. Scott Fraser Hodge, of Detroit, drives a Chalmers "30" pony tonneau in his professional calls. In ten months he has been 14,650 miles on one set of Morgan & Wright tires. The car was out of commission but one week, when Dr. Hodge attended the New York automobile show. During the winter he drove through ice and snow and never had motor trouble nor anything the matter with his tires, so he thinks this combination is well-nigh unbeatable.

William McMurray, who has been with the Regal Company since its inception, has just been made factory manager of the plant.

John G. Perrin, general superintendent of the Lozier factories, has returned from a trip to Europe, during which he studied trade and

manufacturing conditions and found out all he could in relation to aviation. Mr. Perrin will make his headquarters in Detroit when the next Lozier plant is completed on October 1.

Arthur M. Day, president of the A. Elliott-Ranney Company, of New York, a concern that sells about 900 Hudsons a year in Gotham, was a caller at the Hudson factory. Mr. Day says that the trade outlook not only is good, but business will be exceptional through the reaction that has followed the "knocks" against the automobile industry by the banks and others.

H. A. Wilder has just closed a contract for the Regals in the Hawaii Islands, where he says there is an excellent field for motor cars. They have plenty of money on the islands, and the roads are unusually good. The wealthy people are beginning to see the advantage of the motor car, and Mr. Wilder looks for a good trade.

R. F. Monroe, president of the Monroe Body Company, says that the Detroit and Pontiac companies are entirely separate, there being no merger.

The Krit Motor Car Company is sending cars to the Orient, a recent order being received from W. T. Hamilton, of Silverton Hill, Pekelongan, Java, and another one being filled for a man in South Africa.

The Oakland Motor Car Company has issued a unique book of telegrams giving the first brief news of Oakland victories and achievements in various parts of the country.

It is expected that the new salesroom, office and garage building for the United States Motor Company will be ready for occupancy by November 1. It will occupy four store fronts on Woodward Avenue.

An official guide has been secured to show the visitors through the Chalmers plant. F. R. French, well known in Washington as a technical expert, is acting in this capacity. Mr. French entertains the visiting dealers and explains the various processes of motor car manufacture to those who go through the

Chalmers factory. The most intricate manufacturing points are made plain by Mr. French, so the trip through the big plant is a source of much instruction, even to the dealer.

Following the important announcement by the Hudson Motor Car Company of its merchandising department, which is the pathfinder for the motor trade, now comes from that same concern the announcement of a new kind of service department further to assist dealers in "taking care" of customers.

The latest Hudson innovation is expected to solve the greatest question in automobile merchandising. It aims to advance and uplift the cause of the automobile generally; to make buyers the best advertisers of the cars of their choice and to make motorists students of the gasoline engine that it may be put to performing other services besides transporting passengers.

Officials of the Hudson Company have been studying for some time ways and means of showing the general public the automobile's important place in our country. Dealers in all makes of cars have thanked the Hudson Company for the service it has rendered the trade with its merchandising department, and they have asked for the particulars of the service department.

The service department points out the Hudson's noted triangular relations between consumer, dealer and maker. Those are the three great forces in the automobile world which must work in harmony, according to the Hudson doctrines, to make satisfied owners, contented dealers and prosperous manufacturers.

The Hudson service department aims to put a stop to the habit of dealers losing their interest in customers after they buy a car. That is one thing the Hudson Company has never allowed its agents to do, but it has been done by trade. If dealers follow the Hudson's principles they will preserve the friendship of buyers by treating them with every courtesy after buying. The idea is to kill that spirit of, Well-I've-sold-him-a-car-now-I-don't-have-to-bother-with-him-any-more. New motorists will find increased pleasure in owning cars when the Hudson's service department will have inculcated its spirit into the relations of all automobile dealers and consumers.

Mr. Frank H. Trego has charge of the Hudson service department. Mr. Trego for years

enjoyed the reputation of being one of the foremost technical luminaries in the automobile business. Important events in the history of the motor car in America could not be mentioned without recalling the part Mr. Trego has played in them. Mr. Trego has a staff of mechanics scattered all over the country, whose duty is to instruct dealers and owners how to get the utmost of service out of their cars.

George Crist, who drove the E-M-F. car in the Munsey run, thinks so much of the sport of the road that he put off his wedding to be in this contest. August 20 had been set for the nuptials, and it also is a day of importance in the family, as it is the anniversary of the birth of George and his twin brother, who also works at the E-M-F. plant, but he put everything aside to drive in this event. Of course, the birthday is gone, he spent it in Bethlehem, N. H., but the wedding will happen very soon.

President Frank Briscoe, of the Brush Runabout Company, has received a telegram from the *Minneapolis Tribune* to the effect that the statement that one automobile dealer in Minnesota holds mortgages on 1,500 homes is absolutely untrue. Minnesotans have money enough to indulge themselves without that.

C. Merriman, of this city, who attended the E. R. Thomas dealers' convention, says that the 1911 cars are coming through the Buffalo factory nicely, and that the outlook is for increased business in 1911.

The Buick representative in Munich, Herr Reichelt, announces by cable that the little Buick Model 10 won first and second in the Kesselberg hill climb in the foothills of the Bavarian Alps. The victory of the little American car was a decided novelty.

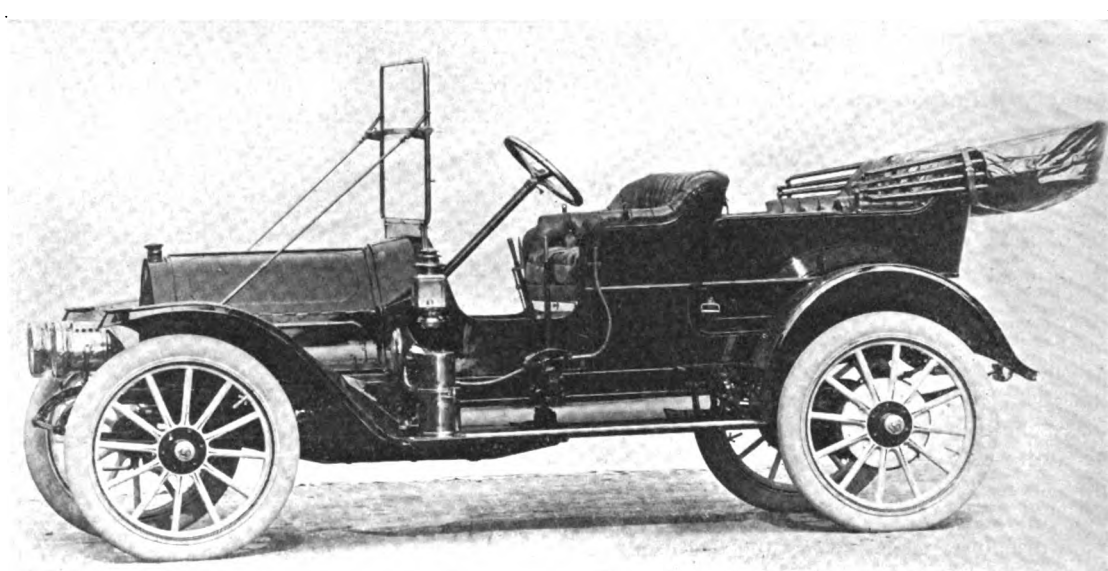
That there will be a good market for popular-priced automobiles in the Hawaiian Islands next year is the opinion of H. A. Wilder, a motor enthusiast and agent for Regal automobiles in Honolulu, who has just closed a large contract with Bert S. Bingham, Western representative of the Detroit factory for this line of cars next season. According to Bingham, Wilder expects a big season in the automobile trade in the islands, and has prepared to dispose of a great many machines during the year.

"There is plenty of money in the islands," said Bingham, "and the people are buying a good class of automobiles. They have good roads and are just beginning to appreciate the advantages of the motor car. I expect that Honolulu and other places in Hawaii will furnish us an excellent market for our lines of machines, and we have promised our new agent to supply the demand and will send him some of the first of the 1911 models to reach this coast."

Lewis A. Austin has resigned as secretary and assistant manager of the Autoparts Manufacturing Company of Detroit, and after September 1 will be connected with the Western

tions have been realized. The 1911 Reos are almost counterparts of those of 1910. The essential features which made the various models so popular this year have been retained, but some detailed improvements have been made that will commend themselves to users of the product of the ingenious R. E. Olds.

One of the most attractive models in the 1911 Reo line is the model "R" five-passenger four-cylinder 30 hp. touring car. This model spells "class," from top to bottom. In it is preserved all the essential features that won for this model so many victories on road and track during the last year, only such changes



1911 MODEL "S" REO SELLING FOR \$1,250

Motor Company, which makes the Reutenber motor at Logansport and Marion, Indiana. Mr. Austin's headquarters will be the Logansport plant, from which he will do considerable road work, in which his wide experience in the designing and manufacturing of automobiles and automobile parts will be valuable. The Western Motor Company is planning to extend its lines beyond motors suitable for pleasure cars only, and will enter the commercial field, as well as build engines for marine purposes and for railroad locomotives.

Lansing

No one expected many changes to be made in this year's Reo line, and for once expecta-

being made as one year's actual service among more than 10,000 users demonstrated would add to the Reo's well-known efficiency, reliability and economy.

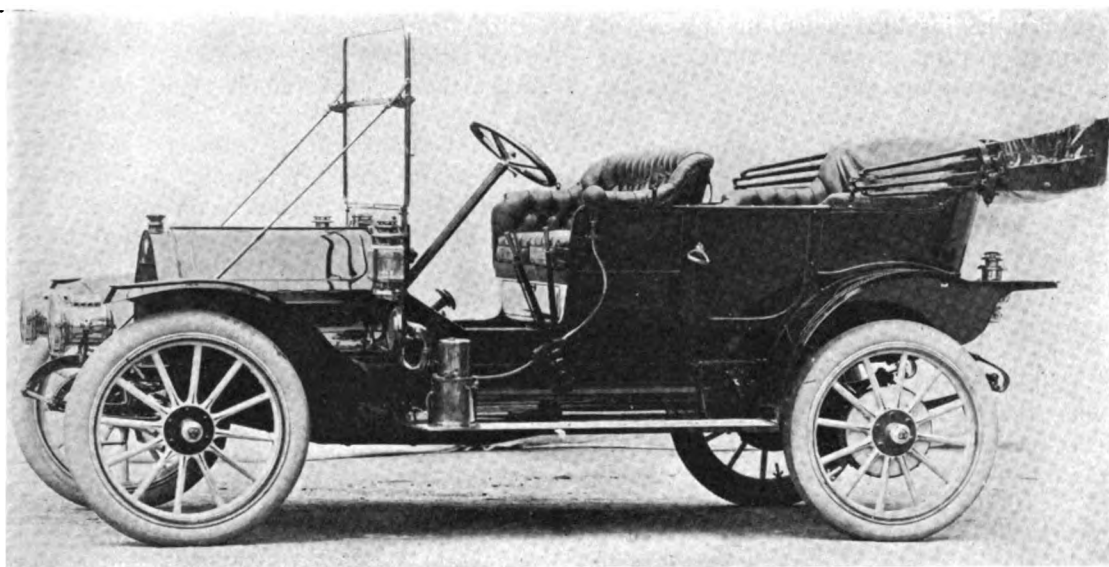
There is a slight change in the oiling system of this model which allows the use of heavier oils, making the water less liable to flood at high speeds and giving more oil at low speeds. The carburetor is supplied with hot air intake, the two-fold advantage of which is that the motor will be less liable to carburetor troubles in cold weather and provides a safeguard against the low grade of gasoline which automobilists so frequently have to contend with.

Refinement of details also appear in the

clutch which make for quieter and smoother running, and also admit of the clutch being removed without, in any way, disturbing the transmission or motor. This makes the Reo clutch among the most accessible of any in the

there is a secure locking device to prevent the accidental loosening of these bearings.

Another innovation that adds to the remarkable accessibility of the Reo is that the underhood is held in place with six spring locks



1911 MODEL "R" REO SELLING FOR \$1,250

world. An additional number of discs are also used which allows the use of more pliable springs and insures less trouble from the clutch slipping by oil getting on these plates. The shifting arm of the transmission is somewhat heavier than that of last year's model.

The rear axle is of the tubular semi-floating type and is equipped throughout with Timken roller bearings excepting the two outside bearings which are of the high duty, plain roller type, running on hardened steel sleeves and in hardened steel cages. The drive shaft is also equipped with Timken roller bearings at both ends, and is materially enlarged in diameter. The torsion tube, enclosing the drive shaft, has also been reinforced at the lower end, as has also the bevel gear housing. An oil-tight device is also provided to prevent the leakage of any oil at both ends of the rear axle, thus making it possible to run the gear case full of light oil and have no leakage whatsoever at the end bearings. This will insure a maximum rear axle efficiency for the Reo.

The front axle spindles are equipped with Timken roller bearings. The spindles are also made larger, thus greatly enhancing their durability and efficiency. In addition to these

which can be removed in two minutes without getting under the car. The control is by spark and throttle on steering post with the popular and efficient Reo foot accelerator added.

The equipment consists of three oil lamps, two gas lamps, generator, horn, complete tool and tire outfit, baggage rack and tire irons. The price is \$1,250 f. o. b. Lansing, Mich.

The 1911 Model "S" four-passenger, four-cylinder Reo roadster "30" has the same chassis as the 1911 model "R" Reo, while the body is the same as the 1910 model "S." The price is \$1,250 f. o. b. Lansing. The general specifications of both the 1911 models "R" and "S" are the same as in 1910.

The 1911 single cylinder Reo "10" runabout and two-cylinder Reo "20" touring car and roadster listing at \$500 and \$1,000 respectively, the replicas of the popular 1910 models.

Pontiac

Stewart Farmer has taken the agency for the Overland car in Pontiac and Oakland County.

The Rapid Motor Company has commenced to use the new \$125,000 power plant it has

just completed. The plant was put into active commission September 1 and is now furnishing power, light and heat for the immense factory here and power and light for the Carter-car factory some distance away. The plant was built large enough so just twice as much power can be installed when the place will warrant it. At the present time there are running two cross-compound dynamos which develop each 800 horse power. The power plant is one of the largest and most complete of its kind in the State.

Howard M. Fawcett, formerly connected with the Oakland Motor Company, has opened up a garage in this city. He is also doing repair work.

A million dollars worth of commercial cars is what the Rapid Motor Company, Pontiac, Mich., must turn out before January 1. Contracts for this amount of business have already been filed with the company. In order to do the work the factory will be taxed to its utmost and the working force will be increased from 700 to 1,200. Sales Agent T. P. Myers predicts that the Rapid will double its business next year and increase it five times in the year following. Additions to the plant have been completed which will make it possible to handle the vast amount of business expected.

OHIO

Toledo

Along the automobile row of Toledo 1910 models, as far as dealers are concerned, are relegated to the past, except to be bought, sold or traded as second-hand propositions. With the exceptions of perhaps two or three dealers, not another model of that year is yet to be sold. There are, however, on the streets of this city in daily use about three times as many models of the 1910 variety as of any previous year's model. The cars for the year now closing were cleaned up in the local territory earlier than usual. Heretofore, September has seen many of the dealers with five, ten or even more of the current year's product to dispose of. Some of the local sellers have cleaned up the last of the 1910 cars during the past week or two; others have been sold up on them since the latter part of July, and several of them had those models disposed of by the last of June.

A. A. Atwood, manager of the Atwood Automobile Company, has probably taken more orders for 1911 cars than any other dealer in Toledo. Of course, this is accounted for from the fact that he has the agency for the Overland, which is made in this city. His territory on the Overland covers nearly one-half of Ohio and all of the State of Michigan. He has received several Overland 1911 demonstrators, which have for three weeks past been on the road making demonstrations, principally to sub-agency prospects. His contract with the Willys-Overland Company calls for 1,000 cars, but he says he will dispose of at least 500 more than that number. For the past three weeks his salesmen in the Michigan field have been sending in orders from sub-agents at the rate of fifty per week. He also handles the Stoddard-Dayton and Marmon cars, and 1911 demonstrators of each have been received.

The Dosson Carriage Company, which handles the Brush runabout in Toledo, has completely sold out the 1910 models, and a new contract has just been signed up under the name of the Brush Runabout Company of Toledo for the 1911 season. This is the initial year for the Brush in Toledo, and the little car has a good start here. With the advertising and publicity the car has received from users, the machine should have a heavy sale in Toledo for the coming year.

The Toledo Auto & Garage Company have received a Hudson "20" demonstrator of the roadster type, and are anxiously awaiting the arrival of the touring model. The Hudson was sold by the Hudson Supply Company last year, but the new contract recently made was with the Twenty-first Street concern. The present Hudson agents also handle the Everitt "30" and the Jackson cars, but as yet have not received their 1911 demonstrators.

At the Banting Machine Company it was found that no new models of the Whiting cars, which they represent, had been received. J. W. Banting, the manager, said that it would probably be several weeks before he would get his demonstrator. He also sells the Grabowsky power wagons, and a model of that truck was received a few days ago. His salesmen are at present devoting their time to the sale of the

commercial vehicles awaiting the arrival of the pleasure cars.

The Olds-Oakland Company, under the management of F. C. King, is taking orders for 1911 Oldsmobiles. The demonstrator has been on the floor for about two weeks. This firm has two or three Oaklands of the 1910 type on hand, but Manager King said that he had orders for them down in the territory, and that they would be driven through in a few days. It will be two or three weeks before he receives his new Oakland demonstrator.

At the Gamble Motor Car Company not a car of the 1910 type is to be found on the floors, but there is a Winton "Six" and a Peerless of the 1911 vintage. Gamble received his first Peerless several weeks ago, and has taken several orders. A few deliveries have been made. His Winton demonstrator is a new arrival, but a number of demonstrations have been made with it.

Business at the Roberts-Toledo Auto Company is still keeping up good, although Stanley Roberts, the manager, has been in northern Michigan for some time, a victim of hay fever. Most of the Ford business has been in the country and suburban towns, and, although the Fords have never been pushed in this territory until a little over a year ago, they rank second in number of sales made this season.

W. S. MacMurray announced a week ago that he was ready to take orders for 1911 Regals. He has been quietly working in the suburban territory for a month lining up sub-agents for the new models. This is the first year the Regal has been represented here, and about 50 machines have been disposed of, gotten in the field earlier in the year. The More would have been sold if the company had prospects on the Regal for the coming year are exceptionally bright for a heavy selling.

Jack Swindeman, of the Union Supply Company, has done a nice business in Chalmers cars since he received his 1911 demonstrator. He was fortunate in getting his car early, and was on the ground with the new models ahead of the other dealers. His 1910 cars were sold out late in June.

The Maxwell-Briscoe Toledo Company has for the past two or three weeks been selling 1911 cars. Demonstrators of several of their models are on hand and the company has a number of men out in the territory pushing sales to individuals and companies who are taking sub-agencies.

The Rambler agency has not received any new models, and, according to Manager C. A. Roult, it will be several weeks before they come along. The agency also sells the International auto wagon, and this is being pushed hard at the present time. Several have been sold to grocers and other retail dealers. The Ohio Dairy Company has purchased one for use of picking up milk in the country districts, and, if it proves successful and economical, about twenty more of them will be purchased by the dairy firm.

The Blevins-Auto Sales Company have announced the 1911 E-M-F. "30" and Flanders "20" for the coming year. Blevins has had a big year on those cars, and the outlook for 1911 is just as good. Very few E-M-F. "30's" were sold in Toledo before Blevins took the agency at the beginning of the 1910 season. He has placed 250 in the northwestern Ohio territory.

Business was suddenly interrupted at the Overland factory and offices last Wednesday when Dick Pressley, motorcycle officer, took Will H. Brown from his office to the police station. Mr. Brown, who is the vice-president of the company, was the only one who was not aware that it was a "put up" job and a part of the celebration in honor of his birthday anniversary.

At the police station the officer said he had changed his mind, and Mr. Brown, who was arrested on charges of speeding and "throwing dust in an officer's eyes," was taken back to the factory.

During his brief absence the employees and friends had gathered in the final assembly room. They composed the jury, and Edward Sourbier sat at the "judge's" desk. James E. Kepperley acted as prosecuting attorney and John N. Willys, of Toledo, president of the company, defended Mr. Brown.

No end of amusement was created during the trial. Finally the judge called upon F. J. Sleght, foreman of the jury for his opinion.

Mr. Slegt made a short speech and declared that the verdict was in favor of Mr. Brown. He then presented the puzzled manufacturer with a handsome Mystic Shrine pin, the gift of the employees of his company.

Music was furnished by the Overland Factory Band and ice cream cones and cigars were served. R. B. Hilleary and others made short talks. Charles Tutewiler presented Mr. Brown with a camera.

A. I. Dutton, publicity director of the Willys-Overland Company, has resigned to become sales manager of a prominent Chicago concern. Mr. Dutton is well-known to the industry through his able management of the Overland advertising campaign—said to be the largest and most successful automobile campaign ever attempted.

The Ohio Electric Car Company, builders of the shaft driven Ohio electric, is making a bid for Eastern business, and Sales Manager M. D. Teal has just returned from a long trip through that territory. He says there is not half the demand for electrics in the East that there is in the central and Western States. Heretofore the Ohio company has done little business east of Toledo, but Mr. Teal has succeeded in opening up several agencies in that territory and expects to do a fair business there for 1911.

In the West he finds it much different, and many inquiries are received for agency propositions without solicitation. The heaviest selling of the Ohio is on the Pacific coast. The agent at Los Angeles, who has a large territory on the Ohio, has done a fine business, as has the agent at Spokane, Washington, who has about four States. The agent at Denver has worked up a good substantial business on the Ohio and the season of 1911 there is going to be a big one. The St. Louis agent has done the second largest selling for the local manufacturers and the Ohio has a wonderful start for the coming year.

The Ohio company plans to build 1,000 cars in that city.

Cleveland

Sixty Studebaker cars participated in a run to Turkey Foot Lake, near Akron, Ohio, last Sunday. The party was piloted by A. R. Davis, Ohio branch manager for the Stude-

baker Company, and each lady in the party was given a souvenir. Each driver who finished with a sealed bonnet was given a prize, and the driver who finished the run nearest to sealed time, set by Mr. Davis, was awarded a silver trophy. The party stopped at Louis Young's road house, Long Lake, long enough to partake of a chicken dinner. The winners will be announced within a few days.

Frank L. Pierce, who has just been made manager of the Regal branch in Cleveland, has



FRANK L. PIERCE

chosen H. T. Edminston and R. E. Hawkins as salesmen in charge of the sale of the Regals in the Cleveland territory. M. A. Weissenberger and L. B. Moore will travel over the rest of Ohio and part of Kentucky and Pennsylvania controlled by the Cleveland branch. It has been decided to locate the new salesrooms of the company at 1924-1926 Euclid Avenue.

Franklin H. Lord, of the Carnegie Trust Company, New York, spent a week in Cleve-

land demonstrating to Cleveland manufacturers and agents the efficiency of the Maximall gasoline meter. The instrument is much more compact than the foreign device bearing the same name, and indicates automatically at all times the amount of gasoline in the tank. Mr. Lord and associates control the American rights to the instrument.

Arthur S. Holden, Pacific Coast manager for the Stearns, spent a week in Cleveland during which time he arranged with the factory for deliveries, and was married to Miss Myrtle Stegkemper, of this city. Mr. and Mrs. Holden are now on a wedding tour of the West.

G. H. Rempes, Cleveland branch manager for the Anderson Carriage Company, drove a Detroit electric, four-passenger brougham to Akron, Ohio, a distance of 81.3 miles, on one charge a few days ago. He was accompanied by Judge U. L. Marvin, of Cleveland, who was very enthusiastic over the car's performance.

George S. Patterson, formerly general manager of the Gaeth Automobile Company, has resigned and will become head of a new company which will take over the Gaeth interests and locate permanently in a new plant in Cleveland.

Beyond the brief statement of incorporation, the organizers of the De Luxe Motor Vehicle Company have as yet made no announcement relative to their plans. The company has been incorporated for \$100,000.

The Hupp Motor Sales Company, of Cleveland, has been incorporated for \$15,000 by James Farrell, William J. Coughlin, Thomas Coughlin and others. The company will locate in new quarters soon, act as agents for the Hupmobile and conduct a general sales agency and repair business.

The J. R. Whitney Auto Sales Company, recently incorporated with a capitalization of \$10,000, will secure quarters within a short time and conduct a sales agency and garage. What cars will be handled has not been announced.

One of the latest additions to the growing list of branches that the Regal Motor Car

Company is opening up throughout the country is to be located in Cleveland. The company has leased a large building at 1926 Euclid Avenue. In charge of the branch will be Frank L. Pierce. That Mr. Pierce has had wide experience in the sales end of the automobile industry is evidenced by the fact that for seven years he was sales manager of the Gaeth Motor Car Company, whose factory is located in Cleveland. This experience has specially equipped Mr. Pierce for the Ohio field, which he will handle with western Pennsylvania and northern Kentucky, from the Regal branch in Cleveland.

Massillon

The troubles of the Croxton-Keeton Motor Company have resulted in that well-known concern being thrown into bankruptcy. Notice of this was sent out on August 30 by A. M. McCarty, referee in bankruptcy, in a statement which said that the Massillon concern was adjudicated bankrupt on August 24, and that the first meeting of the creditors will be held in the office of the referee in Canton, Ohio, at 9 A. M., September 10. Creditors are notified to attend, prove their claims, appoint a trustee, examine the bankrupt, etc. Referee McCarty has also sent out the following notice:

Take notice that application has been made, by the receiver, to make contract with Keeton Securities Company for use of patented invention in manufacturing automobiles, and to pay royalty therefor, and that said application will be for hearing before the undersigned Referee in Bankruptcy, at his office, rooms 9-10-11 Eagle Block, in the city of Canton, in said district, upon the 10th day of September, 1910, at nine o'clock in the forenoon.

Akron

At the annual meeting of the Firestone Tire & Rubber Company, held in Akron August 24, the former board of directors was retained and the following officers were re-elected for the coming year: H. S. Firestone, president and general manager; Will Christy, vice-president; S. G. Carkhuff, secretary, and J. G. Robertson, treasurer. The usual yearly gain in sales was reported, and it was announced that the new model tire plant now in process of construction will be completed and in full operation by February, increasing the manufacturing capacity fourfold. R. J. Firestone, sales manager, reported a gratify-

ing demand for quick-detachable demountable rims from all portions of the country and contracts entered into with most of the leading automobile manufacturing companies, many of whom will use these rims as exclusive equipment on their 1911 cars.

INDIANA

Indianapolis

INDIANAPOLIS, Ind., August 29.—Representatives of the company held their annual meeting at the factory of the Premier Motor Manufacturing Company in this city last Tuesday, Wednesday and Thursday. While in the city they were entertained by the company with a luncheon and banquet at the Columbia Club, a clam bake at Broad Ripple and a banquet at the Country Club. The business sessions at the factory were devoted to a discussion of the 1911 models and the performance of the Premier in the Glidden tour. Representatives in the city were:

R. E. Ingersoll and R. M. Owen, New York City; Albert Sheldon and John C. Monihan, Philadelphia; R. I. Eads and G. B. Kimball, Boston; W. E. Srlnaker, Chicago; Louis Schwaebe, Los Angeles; F. D. James, Tampa; H. O. Bell, Spokane; H. A. Bowman, Little Rock; A. F. Chase, Minneapolis; H. L. Bracken, Salt Lake City; J. F. Minton, Jr., and G. E. Ayres, Houston; H. D. Walker, Greenwood, Tenn.; H. C. Stricker, Cincinnati; C. E. and Fred Schmitt, Hamilton, Ohio; Edward Miller, Columbus, Ohio; W. C. Rowe, Beverly, Mass.; John O'Donnell, Providence, R. I.; C. C. Lake, Kansas City; C. H. Martin and Mr. Michiel, Pittsburg; H. P. Stratton, Petersburg, Va.; F. P. Miller, Jacksonville; B. D. Kent, Oklahoma City; W. D. Saunders, Columbus, Miss.; F. L. Riggs, Chattanooga; J. A. Dugan and H. L. Ramsey, Louisville; H. B. Pinkerton, Peoria; W. J. Casterton, Detroit; O. G. Meyers, Cecil Gibson and Lee Burns, Indianapolis; J. H. Fleming, Scranton, Pa.; Thomas Neet, Versailles, Ky.; H. M. Allen, Lewiston, Mont.; H. P. Mammen, Evansville, Ind.; Elmer McConaha, Richmond, Ind.

After having several bids under consideration for a month, the Board of Public Safety has awarded a contract for a police patrol wagon to the Willis-Holcomb Company for a Packard. The contract price is \$4,544, and the machine will be delivered in ninety days. The bid was the highest submitted.

T. A. Winterrowd, city building inspector, has informed the mayor that he must have an automobile for each of his two deputies, or

else a third deputy and an additional horse and buggy. It is probable the department will be equipped with automobiles.

The Langenskamp and Wheeler Brass Works has obtained a permit for a three-story addition to its factory in Shelby Street, to cost \$76,000. Work on the building has started, and it will be completed in a few weeks.

Louis I. Flinn, an attorney, has been appointed receiver for the Indiana Automobile College of this city on a petition filed by Charles S. Gant, secretary and treasurer of the company. Gant claims that the college is indebted to the Williams Automobile Company to the extent of \$498 and that the automobile company has taken possession of college property.

The Cecil E. Gibson Motor Car Company was organized and incorporated with an authorized capitalization of \$25,000 during the last week. Those interested in the company are Cecil E. Gibson, general manager and treasurer of the Gibson Auto Co.; William R. Wheeler, vice-president of the Reliable Auto Exchange, and Ira M. Holmes, an attorney. The company is not ready to announce its plans, but the charter permits both the manufacture and retail sales of automobiles.

The Premier Motor Car Company has presented a gold watch to Ray F. McNamara, who drove Premier No. 1 in the Glidden tour, and Clifford Waltman, who drove a Premier in the 1909 Glidden. It has also presented a diamond ring to Charles L. Ballinger, who drove Premier No. 2 in this year's Glidden.

The Lexington Motor Car Company, which recently moved its factory from Lexington, Ky., to Connersville, Ind., has increased its capitalization from \$50,000 to \$100,000.

A deal was completed a few days ago whereby Lew Zinke, Jack Fulton and Charles Weiner, of Chicago, obtained possession of the Detamble Motor Company, of Anderson. The consideration is said to have been \$100,000. The company manufactures motors and automobiles, and was formerly located in Indianapolis under the name of the Speed Changing Pulley Company.

Three new distributing agencies for the Cole "30" have been established, viz: A. A. Franklin & Company, 4127 Olive Street, St. Louis, Mo., for State of Missouri; The Franklin Motor Car Company, 152 North Broad Street, Philadelphia, Pa., for Philadelphia and vicinity, and The Haynes Automobile Company, 219 South Sixth Street, Minneapolis, Minn., for Minneapolis and vicinity.

Reference was inadvertently made last week to the Parry Mfg. Company, where as it was the Parry Automobile Company that was meant. The former concern confines itself entirely to the manufacture of horse-drawn vehicles.

South Bend

SOUTH BEND, Ind., August 29.—An important meeting was held last week of the stockholders of the Simplex Motor Car Company, Mishawaka, Ind., and, as a result, the Detroit interests have secured the Kamm, Knorr and Schafer stock. The statement given out was to the effect that T. C. Starrett and H. N. Hovey, of Detroit, have purchased the entire interest of Adolph Kamm, Rudolph Knorr and Martin Schafer in the Simplex Motor Car Company, and will give the business their personal attention as soon as the inventory is completed.

The plant will be operated to its fullest capacity, and they expect to have the new 1911 model ready in a few days. E. J. Gulick, general manager of the company, who has been with the company for several years, has resigned and Leroy F. Maurer has been made chief engineer, the department having been under the direction of Mr. Gulick. Mr. Maurer will have complete charge of the mechanical end of the concern.

About 350 men are now employed at the plant, and more will be added later when more room is secured.

MINNESOTA

Minneapolis

P. J. Downes & Company have been given the opportunity to make the first showing of Rambler 1911 models at the automobile show on the State fair grounds at Hamline under the auspices of the Minneapolis Automobile Show Association. In the first six months of the year the Downes Company sold more Ramblers to farmers than any other Rambler dealer has ever sold.

The Minneapolis branch of the Diamond Rubber Company has delivered to the Watrous Engine Company, of St. Paul, 41 by 6 tires to equip motor fire engine wheels. They were blown to 125 pounds. Each tire weighs 55 pounds and each wheel 125 pounds.

G. S. Morrow, with the Studebaker Company three years in Chicago, has been appointed to charge of the retail automobile department of the Studebaker Brothers Company, of Minnesota in Minneapolis. M. C. Bowman has been advanced from the retail department to the wholesale distributing branch.

H. S. Haynes of the Haynes Automobile Company has taken for 1911 the agency for the Cole "36," the Clark "30" and the Empire "20."

A. F. Chase, of A. F. Chase & Company, has returned from the Premier factory. He will represent the Oakland and Premier.

F. S. Johnson has resigned as sales manager for the Haynes Automobile Company to take charge of the sales for the Empire Tire Company. The latter company has removed to 1108 Hennepin Avenue.

The allotment of men for the Alco Motor Sales Company is as follows: Minneapolis—Manager, M. R. Nyman; sales manager, G. B. Levy; electrical engineer, E. E. Oliver. St. Paul—Superintendent, R. L. Falkin; electrical engineer, G. F. Bowen.

J. H. Shield, sales manager for the H. E. Wilcox Motor Car Company, has placed the St. Louis agency for the Wilcox trucks with George C. Brinkman.

F. E. Darling, of the Jackson Motor Company, has returned from a ten-day tour through western Minnesota and Wisconsin, and reports the 1911 outlook good.

The coming Minneapolis *Tribune* reliability run to Aberdeen, S. D., will start from Minneapolis, Minn., either on Friday, September 16, or two weeks later, September 30. It will last five days outgoing, one day at the Aberdeen control and two days returning, reaching Minneapolis on the night of the following Tuesday.

I. Thorson, of the Royal Automobile Company, has returned from the factories of the Glide, Royal Tourist and Abbott-Detroit cars to make arrangements to handle the lines in 1911.

F. A. Harris, sales manager for the Brush, spent several days last week at the Kemp Brothers Automobile Company offices.

George S. Rule, northwestern traveling representative for the H. H. Franklin Company, will make his headquarters in Minneapolis. His territory is Minnesota, Wisconsin, the Dakotas and northern Michigan.

G. W. Graham, assistant to the president of the Overland Automobile Company, spent part of last week in Minneapolis. He went on to Winnipeg and Regina.

J. A. O'Brien, president of the Tri-State Auto Company, has returned from a factory trip to Muncie, Detroit and Cleveland. He says that the Inter-State and the Paige-Detroit cars will be practically the same for 1911. F. L. Paige, president of the Paige Company, and F. T. Hart, president of the Inter-State Company, will be in Minneapolis for the September automobile show.

C. H. Woodruff, automobile manager for the Studebaker Brothers Company of Minnesota for a year, has resigned to take charge of the automobile department of the La Crosse Implement Company. His headquarters will be at La Crosse, Wis.

E. M. Beauchamp, of Chicago, has become sales manager for John Burmeister, Minneapolis distributor for the Locomobile.

J. I. Hanley, vice-president of the General Motors Company, and W. S. Hathaway, general superintendent, visited Minneapolis last week.

O. F. Gillen, expert mechanic for the Jackson Motor Company, has been transferred from Minneapolis headquarters to the Coast, to have charge of the western branch. F. M. Davis, salesman, will accompany him.

The Electric Battery & Carriage Company has opened a commercial garage, considered the finest in the Northwest. Another is being

built in St. Paul. The company will take care of electrics exclusively. It handles the Rauch & Lang cars as distributors.

The candy factory of J. George Smith, referred to in last week's issue, is located at St. Paul, Minn., and not at Detroit, as stated in error.

H. Paulman & Company have established a new office in St. Paul for the Pierce-Arrow car. It is at West Sixth Street and Exchange.

The Cylcoid Manufacturing Company has been formed to make automobiles and trucks in Minneapolis. It has \$800,000 capital. A. F. Pagel, Colonel W. P. Cockey and C. O. Furbush are the incorporators. A special transmission which will not strip is said to be the special feature of the new machines.

The Electric Carriage and Battery Company has increased its capital to \$100,000. It has opened its new Minneapolis garage.

The Minnesota Auto and Coach Painting Company has been formed at Minneapolis and has built a large plant for its work. One of the owners, F. W. Switzer, is a well-known driver and mechanic of Chalmers cars, and Elmer Sonneman, formerly of the Barclay Automobile Company also, is another partner.

MASSACHUSETTS

Boston

Jack Wade, formerly automobile editor of the *Boston Journal*, has slipped into the motor industry, having been made general sales manager of the Grout Company at Orange, Mass., taking the position made vacant by the death of Vice-President Walter J. Gould, who was killed in an accident at Manchester, N. H., a few weeks ago.

President H. W. Nuckols, of the Columbia, drove over the road from Hartford with one of the 1911 models, and with J. H. MacAlman, local agent for it, has been demonstrating its qualities to some prominent Bostonians.

Visitors to Boston during the week comprised John C. Lewis, representing the commercial department of the White Company, who has been the guest of Manager J. S.

Hathaway, and H. Nelson Dunbar, manager of the Mutual Motor Car Company of Pittsburgh. Mr. Dunbar was formerly a reporter on the Boston *Herald*.

The Great Western car is now represented in Boston for the first time, Mr. Lazzaro, who conducts the Castle Square Garage on Ferdinand Street, having taken the agency.

John J. Kingsley, the Boston amateur driver, received word during the week that he had been awarded first prize in event 18 in which he competed in the Worcester hill climb in his big Thomas. This gives him three prizes in three starts.

F. K. Leatherbee has charge of the new salesrooms opened on Hereford Street by the Easton Machine Company, makers of the Morse car.

The new branch just opened by the Interstate Company is located at 153 Massachusetts Avenue, near the corner of Boylston Street.

Edward W. and P. J. Evans, residents of Waltham, just outside Boston, have been granted patents on a motor tire which they intend manufacturing. It comprises a series of resilient pneumatic cells, which may be removed separately when punctured. Openings are provided on either side of the tire to facilitate the removal of a punctured cell. The puncture of one or more of the cells does not put the tire out of commission entirely.

The first load of garden produce ever brought into Boston on a motor vehicle was hauled in a few nights ago when Arthur W. Cobb, who handles the Johnson agency in Boston, brought in a truck full of vegetables for Giles Barbour from Littleton, Mass. Mr. Barbour had been told that the produce would be crushed on a motor vehicle and the jarring would damage it. Mr. Cobb insisted on a basket of eggs being added to the load to show just what might be done. They left Littleton at 9 and reached Boston at 12.30. On the way they passed a number of other farmers who had left Littleton four and five hours earlier with horse-drawn vehicles. When the produce was examined it was in splendid condition and not a shell had been cracked in the

basket of eggs. Mr. Barbour figured out that he had saved about 8 hours by making the motor trip, so he has become a convert to the modern method of transportation.

The Peerless Motor Car Company of New England has taken possession of its handsome new building at 660 Beacon Street, at the junction of Beacon Street and Commonwealth and Brookline Avenues. This finely equipped six-story building, having about 70,000 square feet of floor space, contains all of the departments of the company, including the salesroom, general offices, supply and service departments.

The location is considered a very desirable one, as it is on the main line of motor travel for all automobiles entering Boston from the West, with a never-ending stream of cars passing all day long in both directions. The erection of this building marks an era in the commercial development of real estate in this section of the city, which was practically the outskirts of Boston twenty-five years ago.

The new home of the Peerless Company is an absolute fireproof building throughout. The construction is of red brick and carved limestone. The artistic effect is heightened by a massive bronze and metal marquee over the front entrance to the salesroom. The interior decoration of the salesroom on the first floor of the building is of a very elaborate nature, with mahogany wainscoting and a floor of Terrazzo masonry. The furniture throughout is of mahogany to match the general color scheme, and a very pretty effect is introduced in the floor and chandeliers by the use of a light green tint in the decorations which blends harmoniously with the rich mahogany finish. This same shade of green is carried out in the upholstery of furniture. This salesroom is 90 feet by 45 feet and its huge show windows give a fine view of the cars on exhibition. In designing the building the architects made no provision for entrance of cars from Beacon Street. The cars instead of entering and leaving through the front of the building, have an entrance and exit on a side street 30 feet wide, which is a private way.

This entrance leads directly to the Peerless Company's private garage for demonstrating cars. This room is 90 by 65 feet, and it leads to the main salesroom through double doors of generous proportions.

The general offices and stock room are located on the second floor. The offices are located in the front of the building overlooking Beacon Street. These offices, including the private office of the manager, John L. Snow, occupy a space of 90 by 40 feet, with appropriate quarters for the superintendent, the regular office staff and chauffeurs' waiting room. Immediately in the rear of these offices is the stock room, 90 by 70 feet, where a complete supply of Peerless parts is kept in stock, everything arranged in individual compartments and systematically catalogued, so that it is only a matter of a few minutes to get immediate service.

The third and fourth floors of the building are used for overhauling and repairing. A portion of the fourth will be used as tool and machine room.

The fifth floor is equipped for the making and repairing of tops and slip covers, tinsmith department and blacksmith department.

The sixth floor, containing about 10,000 square feet, will be used exclusively for painting and finishing cars. This department is equipped with every modern convenience for doing high class work. Special attention has been given to the design and equipment of varnish or finishing rooms. All windows and doors have dust proof strips, and perfect light is obtained from the windows on two sides of the room and skylights in the roof.

In all the mechanical departments, individual sanitary lockers are provided for the workmen, and ample provision is made for wash stands, according to the most approved type of plumbing. For ventilation throughout the building, the Sturtevant system is used, guaranteeing a perfect circulation of pure air to every part of the building.

There are four elevator systems, the chief one consisting of two huge electric lifts 22 by 10 feet. One of these has been installed solely for the purpose of use in an emergency. All elevators are equipped with individual telephones and indicators, and all of the standard safety devices.

In the rear of the building, a small electric elevator runs from the shipping and receiving room, which are in the basement, to the sixth floor, and will be used principally for the convenience of all departments in handling stock, parts and supplies. In connection with the

sales department there is a passenger elevator running to all floors of the building.

The basement of the building is used for boiler and engine room, receiving and shipping departments and storage room. High pressure boilers have been installed. For the present, these will be run at low pressure and used for heating purposes only. It is the intention of the Peerless Company some time in the future to supply their own electric current. The boiler room has been equipped with foundations for engines and generators.

The architects for the building were Andrews, Jaques & Rantoul, and they have designed a building that will compare favorably with any building used for the same purpose in this country.

ILLINOIS

Chicago

That the Hudson line is to be handled in an aggressive manner in Chicago next year is made plain by the announcement of the plans which have been laid by Louis Geyler, the well-known tradesman, who has taken over the product of this enterprising Michigan concern. At present Geyler is located at 1532



CHICAGO'S NEW HUDSON BRANCH

Michigan Avenue, and will remain there until the new building out Michigan Avenue, between Twenty-fifth and Twenty-sixth Streets, is completed. The Hudson's new home will be one of the handsomest buildings in Chicago

devoted to the automobile purposes. It will be 50 by 161 feet deep and three stories high.

Being one of the pioneer auto salesmen of Chicago and having hooked up with the Hudson, Mr. Geyler looks to the coming season as the best he ever had.

N. H. Minister, formerly general factory representative of the Schebler Carburetor and for the past year sales manager of the Eise-mann Magneto Company, has been appointed sales manager of the Reichenbach Laboratories Company, manufacturers of the new carburetor known as the "Vortex Vaporizer." Mr. Minister will make his headquarters at the home office of the company, 2420 Michi-gan Avenue.

PENNSYLVANIA

Philadelphia

Announcement has been made that the Chalmers-Hipple Motor Company, local agents for the Chalmers cars, will remove shortly from their present address, 206 North Broad Street, to the original quarters of the firm at Broad and Vine streets. According to Mr. Hipple, the removal will be the first step in a plan to separate the Chalmers salesrooms from the mechanical end of the business. The corner building at Vine Street will be used for sales purposes. The location of the large shop, storage and stock building has not been decided upon.

One of the trade visitors of the week was P. Moller, president of the Crawford Auto-mobile Company, of Hagerstown, Md., who spent a few hours with Henry R. Hoopes, of the Hoopes Motor Car Company, local agents for the Crawford and Rambler.

Corbin cars are now handled by the local firm of Buzby and Clark, 4618-20-22 Regent Street, West Philadelphia.

With a record of not a single puncture or blowout or mechanical trouble of any kind to mar the journey, W. F. Fuqua has returned in his Pierce Arrow sixty-six car from a 1,600 mile trip, covering Narragansett, Newport, Boston, Berkshire Hills, Saratoga Springs, Lake Champlain, Buffalo and Chicago by boat. He made the return trip via Watkins Glen, Scranton, Poconos and Philadelphia.

Under the auspices of the Quaker City Motor Club, a seashore run from Philadelphia to Ocean City will be held on Saturday (September 3). The route was laid out last week by Harvey Ringler in an Interstate car. Others in the pathfinding party were M. Wertheimer, agent for the Interstate, George Proud, J. A. Paul and Ed. Bowman.

Congratulations are in order for Louis C. Block, the well-known manager of the Ford Philadelphia branch. He became a benedict on August 15, the blushing bride being Miss Alma Leonard Gates, of Rochester, N. Y.

Automobiles and motor car accessories will play an important part at the New Jersey State Fair, which will be held the first week in October at Olympic Park. A number of the local dealers have applied for space and will exhibit their new models some time before the New Jersey Automobile and Motor Club is scheduled to hold its annual automobile show here.

KENTUCKY

Louisville

John Mason Strauss, agent for the Chalmers, and Hite D. Bowman, who handles the Stearns and the Rauch & Lang electric, have formed a partnership. They will occupy the new show rooms and garage being erected by Mr. Bowman at Fourth Avenue and Oak Street.

The Van Da Grift Motor Car Company, which has the Louisville, Ky., agency for the Reliance and Randolph motor trucks and has just completed the erection of a handsome building on Broadway, west of Seventh Street, has announced that this fall it will begin the manufacture of a light delivery wagon. The new building is large enough and will be used for factory purposes. The truck is to have a carrying capacity of from 1,000 to 1,500 pounds.

Advertising *standardizes* your product. Instead of being "among those present" without name, place or character, it *leads* the procession.

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INCORPORATIONS

Birmingham, Ala.—The Smith Motor Car Company, with \$12,500. Incorporators: Charles S. Sibley, S. I. Smith and J. B. Garber.

Pittsburg, Pa.—Universal Auto Bureau Supply Company, with \$100,000 capital. To manufacture and deal in automobile and accessories.

Plainfield, N. J.—Motor Parts Company, with \$125,000 capital.

Dayton, O.—Everitt Motor Car Company, with \$50,000 capital. Incorporators: W. A. Shroyer, L. A. Seward and D. H. Pfoutz.

Fond du Lac, Wis.—Crescent Motor Company, with \$20,000 capital. Incorporators: W. C. Reinig, F. G. Hulbut and W. A. Meiklejohn.

Chicago, Ill.—Chicago Regal Motor Company, with \$10,000 capital. Incorporators: Glenn Holmes, Donald H. McGilroy and Earle F. Tilley.

Minneapolis, Minn.—Cycloid Mfg. Company, with \$600,000 capital. Incorporators: A. Paegel, W. P. Cockey and C. O. Furbush. To manufacture automobiles and trucks.

Boston, Mass.—Lozier Sales Company, with \$50,000 capital. Incorporators: H. A. Castle, J. E. Carroll and R. H. Wesson.

New York, N. Y.—Moore Auto Skid Preventer Company, with \$500,000 capital. Incorporators: F. J. Berry, E. Lewin and M. Wirth. To manufacture motors, engines, automobiles and devices and appliances for the safety of automobiles.

Richmond, Va.—Virginia Taxicab Company, with \$100,000 capital. Incorporators: J. W. Travers, Walter Holliday, J. A. White and Stuart McLean.

New York, N. Y.—Motor Express Company, with \$300,000 capital. Incorporators: Edward Roche, Enoch Levy and Louis Rosenblum. To maintain an automobile package delivery system.

Detroit, Mich.—Horton Tutoette Mfg. Company, with \$100,000 capital. Incorporators: A. J. Potter, Allen Horton and H. B. Schantz. To manufacture two-wheeled automobiles.


Chicago, Ill.—Chapin Auto Supply Company, with \$50,000 capital. Incorporators: Daniel C. Beard, Glenn E. Plumb and Morgan L. Davies.

Dayton, O.—The Dayton Commercial Auto Truck Company, with \$50,000 capital. Incorporators: L. L. Welmer, H. A. Lewis, G. W. Ozias and C. A. White.

Chicago, Ill.—Furner Motor Car Company, with \$25,000 capital. Incorporators: E. Furner, A. W. Eschert and W. J. Bell.

Jackson, Tenn.—Jackson Garage Company, with \$10,000 capital. Incorporators: J. A. Pape and S. M. Spiller.

Carhartt Cars



\$2250 Complete

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NEWARK, N. J.

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Touring Car **Toy Tonneau** **Speedster**
Each \$2150



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We are the Largest Dealers in the World in New and Used Cars
We are Sure to Have the Car You Want at Your Price
LARGE, SMALL OR MEDIUM.

Following is a list of

UNUSUALLY ATTRACTIVE BARGAINS:

Matheson touring car; seven-passenger; excellent condition; can be purchased very cheap, as owner has bought a new Benz.

Peerless roadster, touring car and landaulet, all in best condition and at exceedingly low figures.

Reo, two-cylinder touring car and roadster; folding rear seat; can be bought cheap.

Chalmers Detroit, 40 h. p., like new; completely equipped; must be sold for spot cash immediately.

Oldsmobile touring car, 1909; used about two months; complete equipment; a bargain.

Cadillac, fully equipped, can be purchased very cheap, as owner leaves for Europe.

Stevens-Duryea, six-cylinder touring car, in A1 condition; splendid bargain.

Packard, Maxwell and Autocar; to settle an estate these three cars must be sold at once.

Winton, 1909, six-cylinder, almost new; can be bought very cheap.

EXCHANGE your present car for something different through us; have many interesting propositions.

MANY OTHER "GOOD BUYS." We invite you to visit our sales

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PHOTO ENGRAVINGS
OF EVERY DESCRIPTION
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Complete Catalogues Designed
THE LARGEST AND BEST EQUIPPED
ART DEPARTMENT IN THE CITY.

Automobile Calendar

August 31 to September 8.—Nine-day Reliability Run, under the auspices of the Automobile Club of Kansas City, Mo.

September 2, 3, 5.—Three-Days' Automobile Race Meeting at Indianapolis Motor Speedway.

September 3-6.—Liedekerke Cup, Ostend Cup and Voiturettes Race, under the auspices of the Royal A. C. of Belgium.

September 5, 10.—Automobile Races at the State Fair at Minneapolis, Minn.

September 7, 8, 9 and 10.—Reliability Run, under the auspices of the Automobile Club of Buffalo, N. Y.

September 9 and 10.—Track Meet at Providence, R. I., under the auspices of the Rhode Island Automobile Club.

September 10.—The race over San Francisco Park roads and boulevards, under the auspices of the Automobile Club of California.

September 10, 11 and 12.—Reliability Run, from New York to the Catskill Mountains, where a hill climb will be held on the 12th, under the auspices of the Motor Contest Association.

September 12 to October 12.—Automobile Races held in connection with the Appalachian Exposition at Knoxville, Tenn.

September 15.—Hill Climb at Oklahoma City, Okla., under the management of the Oklahoma Automobile Club.

September 15-22.—Road Races to be held at Lowell, Mass., under the auspices of the Lowell Automobile Club.

September 17.—American National Championship Balloon Race, to be held in Indianapolis, Ind.

September 17.—Power Boat Race through Whirlpool Rapids, Niagara Falls, N. Y., for purse of \$1,000 and a gold cup.

September 17.—Track Meet, under the joint auspices of the Automobile Club of Syracuse, N. Y., Syracuse Automobile Dealers' Association and the New York State Fair Association.

September 17.—Track Meet, held under the auspices of the Norristown, N. J., Automobile Club.

September 18.—Semmering Hill Climb, A. C. of Austria.

September 21, 22, 23.—Three-day Reliability Run, under the auspices of the Louisville, (Ky.) Automobile Club.

Please Mention AUTOMOBILE TOPICS When Writing.

- September 24.—Annual Santa Monica Road Race, under the auspices of the Licensed Motor Car Dealers' Association, of Los Angeles, Cal.
- October—Reliability Run, under the auspices of the Chicago Motor Club.
- October—Reliability Run, under the auspices of the Worcester (Mass.) Auto Club.
- October 1.—Sixth Annual Vanderbilt Cup Road Race to be held on the Long Island Motor Parkway and the surrounding roads. Under the auspices of the Motor Cups Holding Company.
- October 1.—Track meet at the Illinois State Board State Fair at Springfield, Ill.
- October 2.—Gaillon Hill Climb, promoted by L'Auto.
- October 6, 7 and 8.—Automobile Races at the Orange County Carnival at Santa Ana, Cal.
- October 7, 8.—Race Meet at the Indianapolis Motor Speedway, Indianapolis, Ind.
- October 7 to 11.—Virginia Reliability Run, under the auspices of the Washington (D. C.) Post.
- October 8.—Automobile Races at the Interstate Fair, Spokane, Wash.
- October 8.—Date selected for the start of the Chicago-New York Aeroplane Race, under the joint auspices of the New York Times and the Chicago Evening Post, for a \$25,000 prize.
- October 8.—Third Annual Fairmount Park Race, under the auspices of the Quaker City Motor Club, Philadelphia.
- October 8 to 13.—The St. Louis National Aero Show, to be held in the Coliseum Building, under the auspices of the Aero Club of St. Louis.
- October 10 to 15.—Track Meet at the Arkansas State Fair at Hot Springs.
- October 15.—Race for the Grand Prize of the Automobile Club of America to be held over the Long Island Motor Parkway and adjoining country roads.

MAXWELL CARS

1911 LINE
Magnaeto Equipped
H. P. Price

Model E. A. Touring Car, 4 cylinder	30	\$1600 f.o.b.
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Model G. A. Roadster, 4 cylinder.....	30	1600 f.o.b.
Model E-11 Touring Car, 4 cylinder.....	30	1500 f.o.b.
Model G-11 Touring Car, 4 cylinder.....	30	1575 f.o.b.
Model I Touring Car, 4 cylinder.....	25	1100 f.o.b.
Model Q-11 Runabout, 4 cylinder.....	22	900 f.o.b.
Model Q-3-11 Touring Car, 4 cylinder.....	22	1000 f.o.b.
Model A B Runabout, 2 cylinder.....	14	600 f.o.b.

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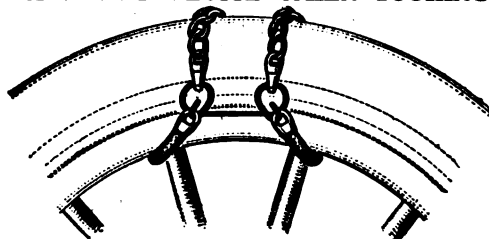
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Yielding spring connections and swivel end cross chains. Do not cut, rip or tear the tires. Ask for further information and prices.

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The "perfect" score car. The car of a thousand excellencies. In design, build and exclusive features without a serious rival

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The Maximum in Speed, Comfort, Reliability and Value. 4-Cylinder, 40 H. P., 118-inch Wheelbase, 34x4-in. Tires, U. & H. Imported Magneto, Double Ignition System, Multiple Disc Clutch of 63 Tempered Saw Steel Discs, Three-quarter Elliptic Rear Springs and many other features found only in the higher priced cars.

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The only car of ESTABLISHED REPUTATION
Selling at a Moderate Price.

Literature on Request

Haynes Automobile Co., Station D. -- Kokomo, Ind.

Locomobile Cars for 1911

Complete information furnished on request

The *Locomobile* Co., Bridgeport, Conn.

October 15 to 23.—The International Aviation Meeting to be held under the direction of the Aero Club of America at a field in the vicinity of Garden City, L. I.

October 17.—Start of the 1910 International Balloon Race from St. Louis, Mo.

October 20, 21, 22.—The Fall Meet of the Atlanta Automobile Association at the two-mile motor-drome at Atlanta, Ga.

October 23.—The Portola Road Race in San Francisco, Cal.

October 27, 28 and 29.—Three-day Track Meet, under the auspices of the Dallas (Tex.) Automobile Club.

November 5 and 6.—Track Meet, under the auspices of the New Orleans (La.) Automobile Club.

November 5, 7.—Los Angeles-Phoenix Road Race.

November 10, 12 and 13.—Track meet at San Antonio, Tex., under the auspices of the San Antonio Automobile Club.

November 24.—Mile High Hill Climb at Redlands, Cal., under the auspices of the Mile High Hill Climb Association.

November 24.—Road Race, under the auspices of the Savannah (Ga.) Automobile Club, over roads in the vicinity of Savannah.

November 24, 25 and 26.—Race Meet at the Los Angeles, Cal., motordrome.

December 1 to 8.—First Annual Aeronautical Exhibition under the auspices of the Aero Club of Illinois. To be held in the Chicago Coliseum.

December 3-18.—Twelfth International Salon of the Automobile, the Cycle and the Sports, under the auspices of the A. C. of France.

February 27 to March 4, 1911.—Fifth Annual Automobile Chow, under the auspices of the Kansas City (Mo.) Automobile Dealers' Association.

March 4 to 11, 1911.—Boston Automobile Dealers' Association's Annual Show in Mechanic's Hall.

POMMERY "Sec" AND "Brut"

The Standard for Champagne Quality.

Always Uniform and Made Exclusively of the Choicest Grapes Obtainable

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Canfield Oct. 18, 1898

Mosler Apr. 22, 1902

Sept. 15, 1903

Sterns Application

Canedy Application

Mosler Application

Other Patents pending.

Threatened litigation under the Canfield Patents forced the famous Breech Block under cover of Canfield and Mosler Patents.

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Buy the Genuine. Insist upon the name Breech Block stamped on the handle.

The Plug for Marine Engines.

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Ever look at a line of private automobiles before one of the big Wall Street buildings about closing time?

Do it sometime. You'll find that practically every car is equipped with Solarclipse, the two-ray light projector, and with Solar side and tail lamps.

They're the lamps of the man who will have only the best.



[71]

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KENOSHA, WIS.

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CLASSIFIED ADVERTISEMENTS

Rates for advertisements in this department, 20 cents per line, per insertion. Each line contains about eight words. Please send remittance with order.

FOR SALE

FOR SALE.—18 H. P. Mercedes; three-quarters Landulet; fully equipped; 1905. Address Box 101, Automobile Topics.

FOR SALE.—Model I Locomobile, 40 H. P. Baby Tonneau. Run less than 5,000 miles. Full equipment, including seat covers, large Klaxon, Solar Eclipse lights, extra tire, complete, Quick demountable rims, Jones' speedometer, top complete, electric side and rear lights, tools, etc. In perfect condition throughout. Price and further particulars address P. O. Box 588, Bridgeport, Conn.

FOR SALE.—50-60 American Roadster, 1909 model. In A-1 condition, including the following extras: Gabriel horn, siren, Prest-o-lite tank, trunk rack, special dust shield, electric side lights, automobile trunk. Just thoroughly over-hauled and painted. As good as new. Guaranteed 60 miles an hour. For photograph and further particulars, address P. O. Box 588, Bridgeport, Conn.

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CHAUFFEUR, driving Locomobiles for five years, ex-factory employee, at liberty after August 29, desires permanent position. Can overhaul car. Adequate references. Robert Grey, Box 102, Nyack, N. Y.

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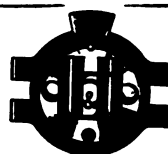
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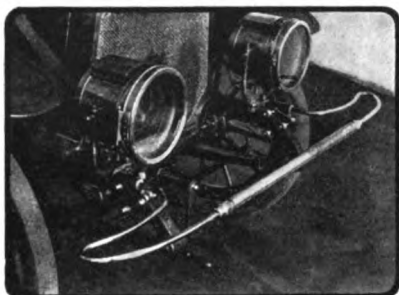
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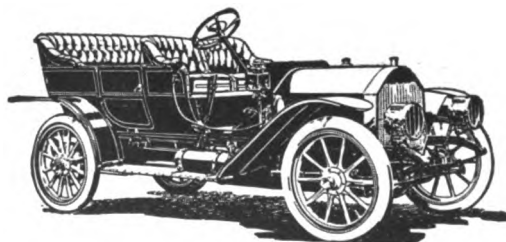
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UNIT DYNAMO SYSTEM
for the electric lighting of
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New York Sun, July 7.

Now that electric lighting is becoming a serious competitor with acetylene and oil, it will no doubt be worth the car manufacturers' consideration to make provision on their chassis for fitting some form of electric generator, says the official organ of the Automobile Club of Buffalo. It will be remembered that it was some considerable time after the introduction of the magneto before the latter could be fitted to any great extent, owing to the difficulty of finding room for the machine on the car chassis.

In the course of time, however, the manufacturers provided a small platform and the magneto then became standard. We would like to suggest that in designing their new models for next year the manufacturers should arrange to provide another platform similar to the present magneto platform, with suitable driving gear, so that a small dynamo could be fitted under the bonnet. There are a great number of car owners at the present time who would be glad to use electric lights if it were not for the difficulty of finding a suitable place for attaching the dynamo, and the manufacturer who is first in the field with an electric lighting system as part of the specifications of his car will no doubt reap considerable benefit in increased sales.

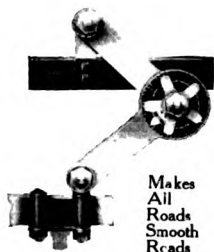
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The Packard

OF 1911 HAS—THE

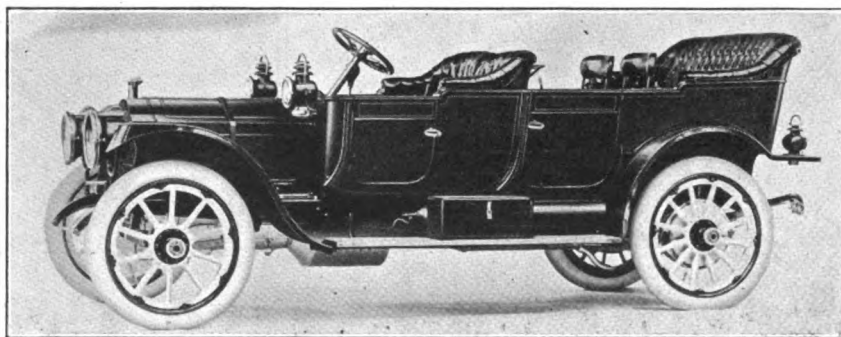
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THE Truffault-Hartford is the Standard Shock Absorber. Used in all important motoring events. Regular equipment on the best cars. Sold on a Guarantee-to-give-satisfaction basis—it always makes good. Will fit any car and make any car fit for any road.

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THIS decided reduction in price has been made possible because of the rapid increase in our business, enlargement of plant, introduction of new methods and machinery and the production of chains in enormous quantities—the benefit of these economies we give to the motoring public. The quality of Weed Chains remains the same—the best that money can buy

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34 x 3	5.50
36 x 3	6.00
28 x 3 1-2	4.50
30 x 3 1-2	5.00
32 x 3 1-2	5.50
34 x 3 1-2	6.00
36 x 3 1-2	6.50
30 x 4	5.50
31 x 4	6.00
32 x 4	6.00
33 x 4	6.50
34 x 4	7.00
35 x 4	7.50
36 x 4	7.50
37 x 4	8.00
40 x 4	10.00

American Sizes	Prices
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32 x 4 1-2	7.00
34 x 4 1-2	7.50
35 x 4 1-2	8.00
36 x 4 1-2	8.00
37 x 4 1-2	8.75
38 x 4 1-2	9.50
40 x 4 1-2	11.00
42 x 4 1-2	12.50
34 x 5	8.50
35 x 5	9.00
36 x 5	9.00
37 x 5	9.75
38 x 5	10.50
39 x 5	11.25
40 x 5	12.00
36 x 5 1-2	12.00
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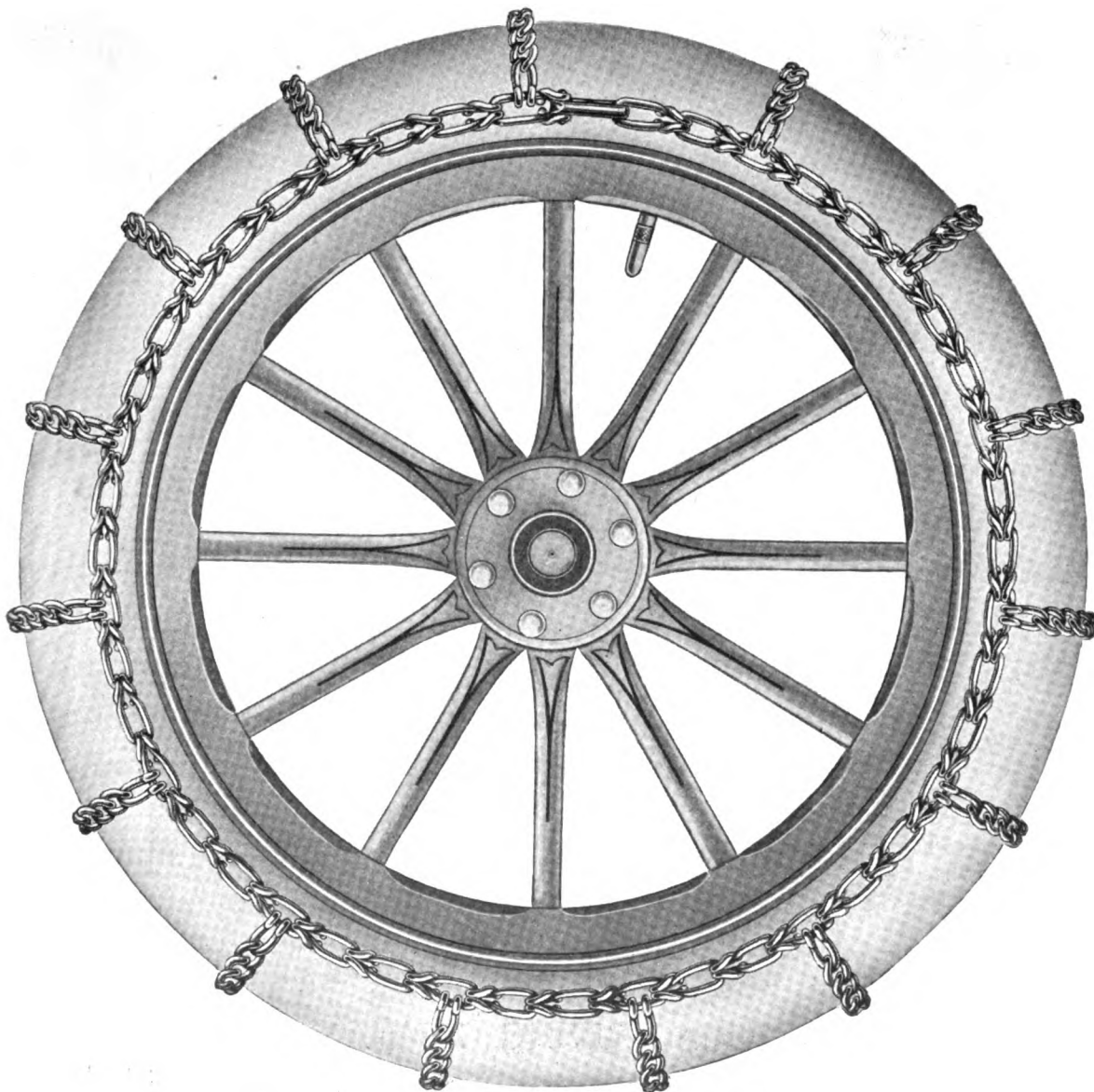
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Tarvia

*Preserves Roads
Prevents Dust~*



Tarvia in Cambridge

CAMBRIDGE, MASS., widely known as the seat of Harvard College, is a progressive modern city of 100,000 inhabitants.

For some years the superintendent of streets has been experimenting with Tarvia as a macadam road binder and dust layer.

To-day, tarviated macadam has been adopted as a standard method of construction.

Harvard Street, leading to the college, and one of the principal automobile routes from Boston, was in bad condition in 1908.

A section of the Harvard Square end was laid with Tarvia X, and an adjacent section was built without Tarvia.

The experience during the succeeding winter convinced the superintendent that Tarvia was necessary to make a macadam road endure modern fast moving traffic.

The next season sections of Columbia Street, also an automobile route, Berkshire

and York Streets were built, following the methods used on Harvard Street.

At the same time Massachusetts Avenue, one of the heavy traveled streets leading from Boston to the suburbs on the northwest, was rebuilt in a thoroughly substantial manner with Tarvia X.

In addition to the construction work, Tarvia B has been spread on automobile thoroughfares like Magazine Street, Kirkland Street and the Charles River Parkway.

On these streets the automobile traffic is extremely heavy, as Cambridge is not only the way out from Boston to the north and west, but is also crossed by all traffic from the southern to the northern suburbs.

Tarvia B was chosen after actual road trials of different types of dust layers and road preservatives.

Booklet regarding the Tarvia treatment free on request to our nearest office.

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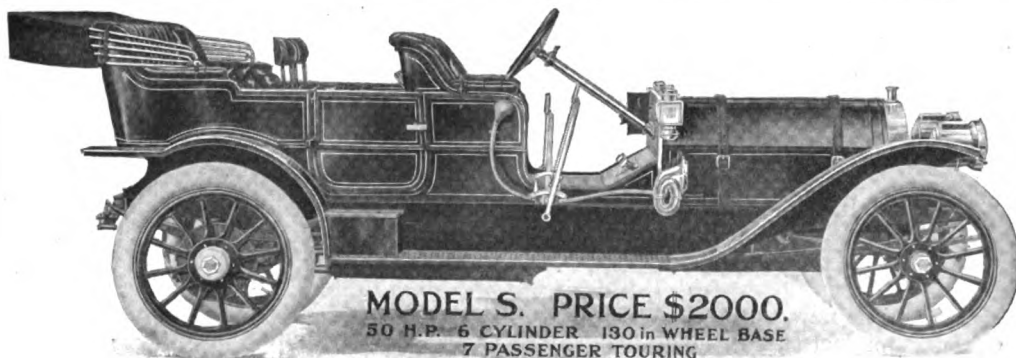
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The *Mitchell* has earned its way into the hearts of the people by the *best service* of which an automobile is capable.

Of the thousands of owners you can't find one who doesn't *swear by the car*.

It's the low-cost high-class car
Silent as the Foot of Time

The car you ought to have at the price you ought to pay



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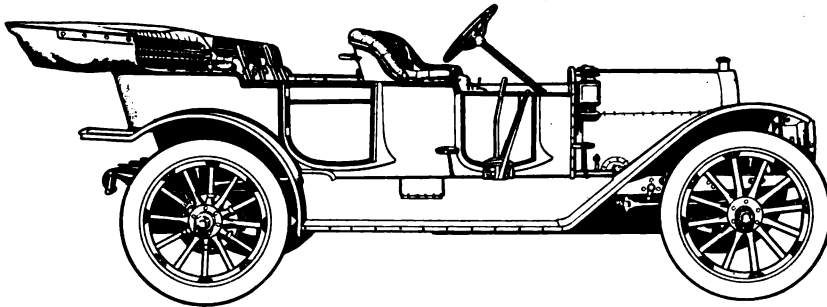
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Columbia 1911



One of the THREE BEST Cars Built

NEW CARS FOR 1911.

For the season of 1911 there are two Columbia gasoline cars. The well known and widely appreciated Mark 48 car is continued with certain refinements, and in 1911 is to be known as Mark 48 lot 5. There is, too, a new high powered model, Mark 85. This new motor car includes every motoring desire, and in essentials measures up to the standard practice.

MARK 85 MOTOR.

Motor is of "T-head" type, with cylinders $4\frac{7}{8} \times 5\frac{1}{2}$ inches and cast in pairs. The water jacket areas are large and include cooling of valve seats and stems. The crankshaft and moving parts are closely machined and carefully ground.

MOTOR IGNITION.

The new Bosch *double* system of ignition, using eight plugs, with Bosch high tension magneto and Exide sparking battery and timer with non-vibrating coil, allows for using the battery system or magneto system, or both systems in common. Two absolutely independent sources of current and two absolutely independent means of distribution.

MOTOR LUBRICATION.

Motor lubrication is positive and complete. A pressure pump of 15 pounds capacity forces oil from the crank case reservoir through a conduit cast within the motor section, with leads to all main and secondary bearings. The motor has just as perfect a splash system as any motor depending upon splash, and a positive circulation of oil as well.

MOTOR COOLING.

A modish cooler of high peak and current fashion cools the circulating water, aided by a powerful ball bearing eccentrically mounted fan with aluminum blades, and water is circulated by an efficient shaft driven centrifugal pump with spun brass connections of graduated diameters.

new models

CLUTCH.

The clutch is of the flywheel cone type faced with a commercial packing obtainable anywhere, and being an admixture of asbestos and other elements that *cannot burn out*. It finds and maintains its own seat, while spring actuated protruding shoes first accept the drive.

TRANSMISSION.

Transmission is of the selective sliding gear type, with "Hess-Bright" ball bearings. Drive shaft universal joints are of new type and encased.

AXLES.

The front axle is double jaw type "I" beam section, and rear axle is of full floating design without transverse strains.

MARK 85 BODIES.

Most attractive are the Columbia bodies for 1911 season. All are vestibuled. There is a vestibuled four-passenger close coupled roadster, a six-passenger vestibuled roadster, and a seven-passenger vestibuled touring car. Vestibuled limousines and landaulets of seven-passenger capacity are supplied.

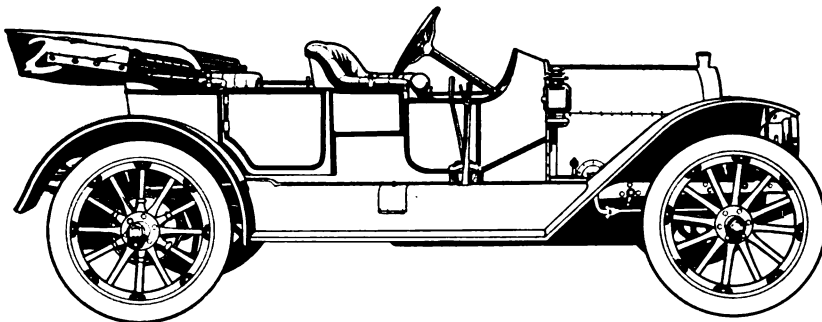
MARK 85 PRICES.

The four-passenger roadster is \$3,300; six-passenger roadster \$3,400; seven-passenger touring car \$3,500; the Limousine \$4,800, and Landaulet \$4,900.

Mark 48 lot 5 for 1911

Mark 48 Columbia cars were first introduced in 1906, and in years since have been increased in power, efficiency and performance. The model for 1911 is known as Mark 48 lot 5. Numerous small refinements have been made for the new season productions, but the principal change is in body designs, all bodies now being of the vestibule type. The prices remain the same as in other years, and are: five-passenger vestibuled touring car and four-passenger vestibuled roadster \$2,750; Limousine and Landaulet town cars \$3,850.

The new catalog of 1911 Columbia cars—a very comprehensive work—mailed on request.



The Columbia Motor Car Co.

Hartford, Connecticut

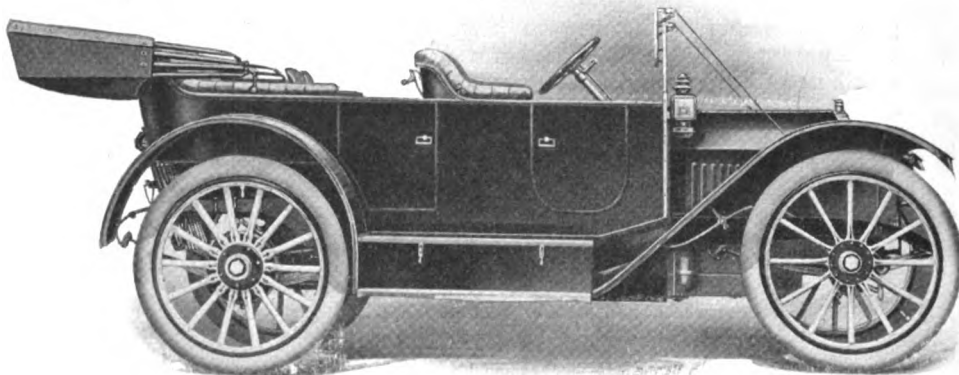
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¶ The Owen de luxe catalog tells all about this great car—it will be sent upon request.

¶ Some excellent territory yet open to progressive dealers.

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Automobile Topics

Illustrated

Vol. XX.

NEW YORK, SEPTEMBER 10, 1910.

No. 23.

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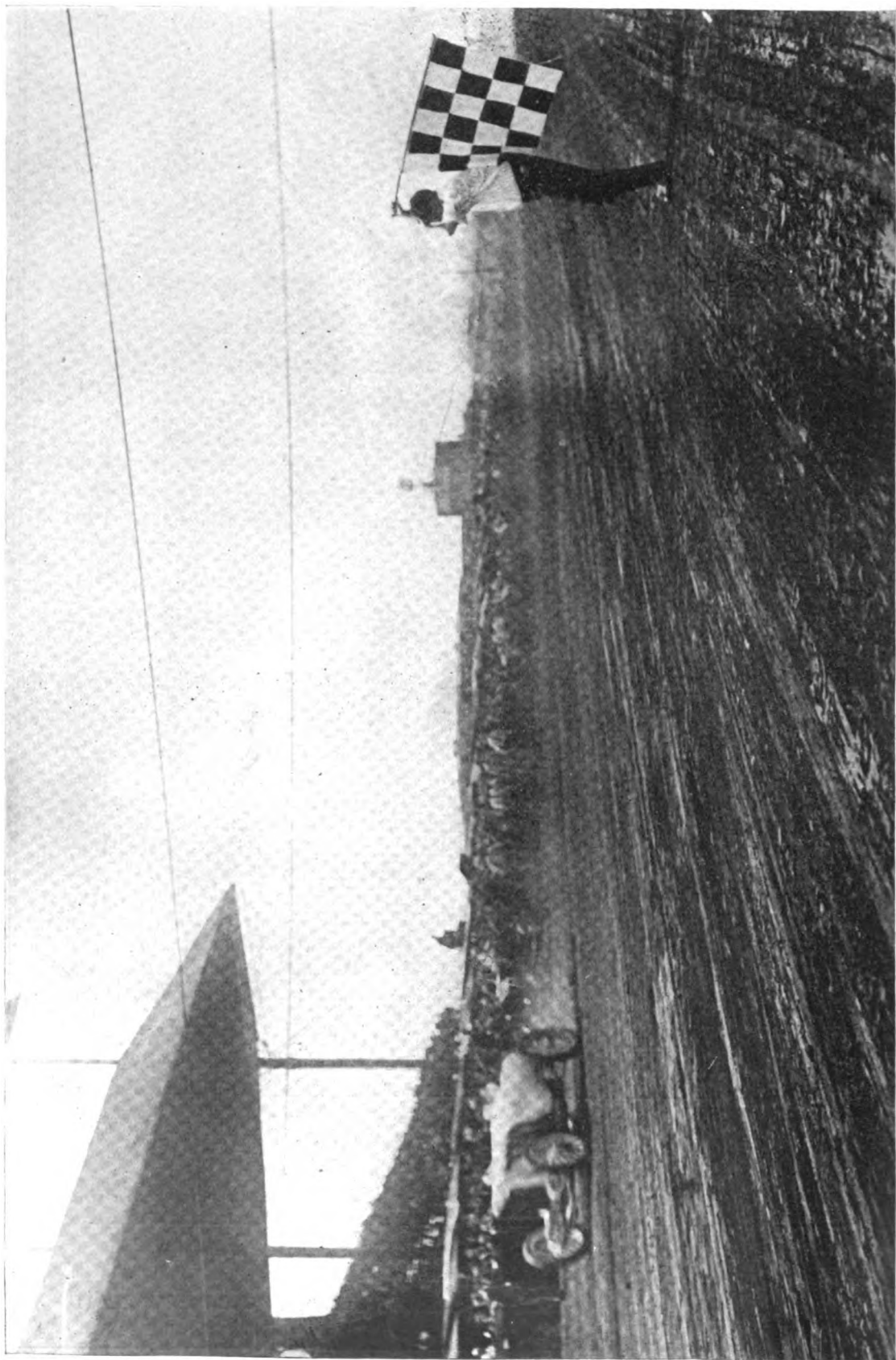
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BARNEY OLDFIELD MAKING HIS TRIAL AGAINST TIME AT BRIGHTON BEACH, N. Y., ON SEPTEMBER 5. THE TIME FOR THE MILE WAS GIVEN
AS 49 4-5 SECONDS

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS

Published by AUTOMOBILE TOPICS (Incorp.)

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Vol. XX. No. 23.

NEW YORK, SEPTEMBER 10, 1910

Price, Ten Cents.

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Telephones { 5524 } Murray Hill.
 { 5525 }

TOPICS UNDER THE COMBINED INFLUENCE of motor vehicles and good roads the price of land in rural communities is going up hand over fist. This is not to be wondered at in view of all the circumstances. Until the suburbanite came upon the scene and grew in numbers the farmer and the city man dwelt in two separate worlds. The latter thanked his stars that he did not have to live in the country, and the farmer frequently admitted with great frankness that if he had his choice he, too, would become an urban dweller. The trouble was that there was no means of communication between the two sections, and the real advantages of the country were quite overshadowed by the feeling that isolation and loneliness were the inevitable lot of those who cast their lot there.

THE TROLLEY and the telephone made a beginning in breaking down this artificial barrier between city and country. But their influence was limited, and it required the coming of those other twins—automobiles and good roads—to begin the work of levelling the obstacle that separates the two sections. Give the farmer roads that can be traveled

at all times—winter as well as summer, at night equally with day—and vehicles with which to practically annihilate distance, and what more can he and his family want? They can come to the city and, having tasted its pleasures, go back to their comfortable homes and enjoy it all the more for the change of scene. As to the dweller in the city—that huge hive of swarming humanity, where living costs more each year and he becomes more cramped and confined as time passes—the country beckons and allures, and in not a few cases its seductions prevail. But even if the urbanite only visits the country he leaves money behind him and is better for his visit. Let the two sections mingle more and more freely, and in course of time the line of demarcation will become less and less distinct and finally almost disappear.

FROM THE THEORETICAL to the practical, from being regarded as an academic proposition, one in which comparatively few people, even among motorists, took any special interest, the plan of securing the enactment of a Federal registration law has progressed. In consequence of the interpretation of the Callan law first put forth by Attorney-General O'Malley of New York, thousands of people were

threatened with serious annoyance and delay. They were told that they could not come into New York with their cars unless they took out registration papers in that State and paid the fee which New York demands. The man who is touring in the White Mountains or down around Cape Cod, or sojourning in the beauty spots of Vermont or Maine, does not find it easy to do this, yet arrest and fine stared him in the face if he did not; and how to get home without delay was a dilemma that he did not find it easy to determine.

THE NEW O'MALLEY interpretation helps matters very much—for the present. Residents of most States except New Jersey will be permitted to come into New York without registering, but they will be held to the letter of the law, being meted out exactly the same treatment as is accorded to New Yorkers in their States. Thus a war that threatened to bring chaos in its train is averted. More than this, the realization that a Federal registration law is the only real solution of the problem begins to make its presence felt.

THE DONOR of the Glidden Cup appears to have played an important part in the aviation meeting at Boston this week. Perhaps the results will please him so much that a Glidden trophy for aviators will be forthcoming. And perhaps not.

A NEW STATE automobile law became effective in Georgia on September 1, but the number plates were not ready for distribution. In order to get around this, the Secretary of State ruled that when a car owner filed his application papers and deposited the necessary fee he had complied with the law. All the owner then had to do was to sit back and wait for the State to furnish the number plates.

JUDGE CUTLER of the Chelsea, Mass., police court made a remark a few days ago in discharging two motorists that showed he had some idea of what real justice is, and which might be recalled by other judges when they have motorists before them for technicalities of the law. Fred H. McGiven and Frank A. Allen of Portland, Me., were before Judge Cutler on a charge of driving on the Revere Beach Boulevard without being registered. Judge Cutler said: "It would take a man who

was not only a good chauffeur, but also a first class lawyer to run an automobile and comply with all the regulations now in force."

AVIATION MEETINGS are made to pay in Asbury Park, N. J. The organization behind the recent affair held there has voted a dividend of 37½ per cent. It is worth while to fly there.

QUINCY, MASS., whose officials have been lenient with motorists for a year or more, came to the conclusion last week that the drivers were imposing on them and so the trap system was revived. As Quincy is close to Hingham where traps were revived two weeks ago after being abolished for five weeks in an endeavor to see if drivers would be good, it means that there will be less touring toward the south shore from now on. The many are suffering for the actions of the few again.

UNTIL THIS WEEK many people were ignorant of where, or what, Squantum is, or was. Those who journeyed to Boston to witness the aviation meet held near there were enlightened regarding the matter. They will always remember the place with the euphonious name, its mists and fogs, its mud flats and far-reaching waters.

STRASBURG, once an independent city, then a victim to the wiles of France and later captured by the military forces of Germany, cannot have airships fly over her domain. At least that is the edict issued by the German officials, who hold that the city is too important a strategical point to be placed at the tender mercies of any French or English spy who might chance to take an aeroplane flight over her forts and armories. And the Strasburg sentries have been warned to shoot to kill any venturesome aviator who disregards the prohibitory notice.

CARRYING OUT its intention to have a flotilla of aeroplanes, the French government has ordered ten monoplanes and 20 biplanes to be delivered in time for the fall manoeuvres of the army. This will give the army a fleet of 60 aeroplanes. In addition to this fleet, the War Department will ask for an appropriation of \$4,000,000 next year to increase France's air force.

O'Malley Changes Front on Callan Law

Following a storm of protests from all the New England and many other States, directed at the ruling of Attorney-General O'Malley, that all Eastern motorists, save Delaware ones, must be registered in New York State, regardless of their registration in their home States, the New York official has reversed his decision, and now the motorists of any State that grants privileges to New Yorkers without requiring them to pay a fee or register, as New Jersey does, may enter New York in the same manner and for the same length of time. His former interpretation of the Callan law was that only States like Delaware, which regarded a New York motorist in exactly the same light as one from Delaware, and placed no limit on his stay in the Diamond State, could come into New York without registering. The following States come under this category:

California, Connecticut, Florida, Illinois, Indiana, Iowa, Kentucky, Maryland, Massachusetts, Missouri, Nebraska, New Hampshire, Oregon, Pennsylvania, Rhode Island, South Dakota, Utah, Vermont, Virginia, State of Washington, Wisconsin, Province of New Brunswick, Canada.

O'Malley's letter to Secretary of State Koenig, in which he reverses his original opinion, is as follows:

"I have your request for my opinion as to whether owners of automobiles, residing in States which permit residents of this State to use their roads for a limited period of time without registration or payment of a fee, are entitled to the benefits of Section 285 of the Highway Law, Ch. 374, L. of 1910. This section provides that the requirements of the law as to registration and the display of registration numbers shall not apply to a motor vehicle owned by a non-resident of this State. This

exemption, however, is subject to the following proviso:

"The provisions of this section, however, shall be operative as to a motor vehicle owned by a non-resident of this State only to the extent that under the laws of the foreign country, State, territory or federal district of his residence like exemptions and privileges are granted to motor vehicles duly registered under the laws of and owned by residents of this State."

"As I advised you in my opinion of August 16, 1910, the words 'like exemptions and privileges' in the above proviso can refer only to the exemption from registration and display of registration numbers, since these are the only exemptions granted by our laws. It would follow, therefore, that if any State or country grants such exemptions from registration to residents of this State, its residents are entitled to exemption in this State 'to the extent' that the like exemption is granted by that State or country to our residents. In other words, if under the laws of another State, residents of this State are entitled to exemption from registration for 10 days in every year, the same privilege to the same extent should be accorded residents of that State under our laws.

"There is nothing in this opinion which in any way conflicts with my opinion to you under date of August 16, 1910. In that case you asked me whether residents of States which granted temporary licenses to non-residents were entitled to exemption under our law, and I was compelled to hold that they were not.

Such a provision does not constitute in any sense an exemption from registration, and there is no machinery provided by our law for the granting of temporary licenses."

Massachusetts Pleads With New York

BOSTON, Sept. 3.—There was joy in motor-dom hereabouts when the announcement was made that Colonel W. D. Sohier, of the Massachusetts Highway Commission, and President Allen T. Treadway, of the State Senate, had succeeded in getting Attorney General O'Malley, of New York, to reverse his decision relative to motorists visiting New York.

Colonel Sohier and President Treadway are two of the best politicians in the State and they made an ideal committee to visit Albany. Colonel Sohier is a fine lawyer and he was able to state the fine points of the Massachusetts law and pick out flaws in the New York law. As to President Treadway, he was in a peculiar position. He is a hotel keeper and

a member of the hotel men's association. The hotel people have been kicking about motorists being kept out of the Bay State and the loss of money as a result, and some of them probably wondered how it happened that so wise a politician, so influential, too, as the President of the Senate, and moreover a hotel man, ever allowed the 10-day clause to get on the Massachusetts books.

No doubt while President Treadway was arguing at Albany that the keeping out of Bay State motorists from New York meant a loss

to hotel men in the Empire State, he was mentally figuring on the loss to himself that would follow the Massachusetts Highway Commission's edict barring New Yorkers, that was sure to come if a change was not made, because President Treadway's hotel is in the Berkshires where he does a fine motor business.

It was a case of the wise men being caught napping this time—zealous officials putting their foot in it in an endeavor to squeeze everything out of the motorists.

Says New Jersey Law is Constitutional

Although the Supreme Court of New Jersey ruled on September 2, that New Jersey's automobile law is constitutional, the Associated Automobile Clubs of New Jersey will appeal from this decision. Ex-Governor John W. Griggs, who appeared for the automobilists in the action for revenue, and was therefore violative of the constitutional provisions that all property shall be taxed at its true value by uniform laws.

The infraction of the law resulting in the arrest was arranged by the automobile clubs of the State, and the authorities were notified that a violation of the law for the purpose of making a test case would occur. The facts are stated in an opinion of the Supreme Court, written by Justice Reed, which follows:

The cause was tried below upon a stipulation entered into between the respective attorneys. By this stipulation, it occurs that on October 5, 1908, Frank J. Kane, the prosecutor of this writ of certiorari, being a resident of Woodhaven, L. I., in the State of New York, drove his 30-horsepower automobile on the highways of New Jersey, from Fort Lee, in the County of Bergen, State of New Jersey, to the City of Paterson, without having registered, or applied to register his automobile, or paying the fee required therefor, and without having filed with the Secretary of the State of New Jersey, a duly executed instrument constituting the said Secretary of State his true and lawful attorney, upon whom all original processes in any action or legal proceedings caused by the operation of his said automobile within the State of New Jersey against him might be served and therein agreeing that any original processes against him shall be of the same force and effect as if served on him within this State, as provided for in the fifteenth and sixteenth sections of the Act of the Legislature of New Jersey, approved April 12, 1906, and the Amendment of said Act, approved April 16, 1908.

The stipulation shows that Mr. Kane was

using his automobile in going from the City of Paterson, New Jersey, to the Delaware Water Gap, in the State of Pennsylvania, and that while upon Washington Street, Paterson, on his way to the said Delaware Water Gap, he was arrested and apprehended upon a complaint made and warrant issued against him.

He was duly licensed to drive a 30-horsepower automobile upon the public highways of this State, but his automobile was not registered or licensed.

The facts exhibit a violation of the statute, and the question discussed in the briefs of the respective counsel is the validity of the statute. The stipulation contains a statement of the expenses and receipts for operating the department of the Commissioner of Motor Vehicles. The purpose of this exhibition is to show that the statutory scheme is one to provide a revenue, one of the contentions being that the provisions of the statute are not confined to regulative purposes under the police power.

The facts involved in this case, so far as concerns the questions of law mooted, are substantially similar to the facts in the case of Cleary vs. Johnson, 74 At. Rep., 538. Briefs were submitted simultaneously in that case, and in this case; and in the opinion delivered in Cleary vs. Johnson, was intended to be dispositive of both cases.

For the reasons stated in the Cleary vs. Johnson case, we think this conviction must be affirmed.

No Catskill Run This Year

For the second time the Motor Contest Association has postponed its Catskill reliability contest and hill climb and it is now intended to hold the affair next spring. The tour was set for September 10, 11 and 12, but it was said that many of the agents who had entered the contest had failed to receive their 1911 models and it was believed a much better showing could be made at a later date, probably in the spring.

Skene Scandal Grows; \$500,000 "Diverted"

Frederick Skene, State engineer and surveyor for the State of New York in 1907 and 1908, was placed on trial at Albany, N. Y., before Justice Coman, on August 31, charged with grand larceny. The specific complaint was that Skene had profited to the extent of \$8,000 by having a bid for a highway in Nassau County, known as road No. 437, changed from \$61,357 to \$70,357.

In opening the case for the State, Deputy Attorney-General Brong said that he would try to prove that Skene caused a bid submitted by the Russell Contracting Company, of New York City, to be raised, and that Skene and John B. Russell, of the company, agreed to the raising of the bid with the understanding that Skene was to receive \$8,000 and the company \$1,000.

Continuing his opening address, Brong said:

We also have the original figures of Russell upon which he based his first bid. We also have the figures indicating the changes in the various items of the first bid in order to increase it by \$9,000.

I do not believe the defense will question that this contract price was raised \$9,000, but will contend that it was the work of subordinates in Mr. Skene's department and without his knowledge.

Documentary evidence was given by Irving J. Morris, secretary to the State Highway Commission, who was chief clerk in the State engineer's office during Skene's administration, and Henry G. Adams, a clerk in the office of the Secretary of State. Then Charles H. O'Neill, of New York, who was confidential assistant to Skene, testified that Skene directed the substitution of a bid of the Russell Contracting Company after the total had been raised from \$61,357 to \$70,359.

O'Neill also swore that at the direction of Skene he went to New York and secured a note from the Russell Company for \$8,000, which he subsequently cashed in Troy and gave the money to Skene. In addition he testified that John B. Russell had told him that he had given Skene \$5,600.

O'Neill also said that in September, 1907, Skene, following a conversation with John B. Russell, directed him to secure a blank bidding sheet and that later Skene gave him, for filing, a substitute for the original good roads contract. In describing his visit to New York and the cashing of the note, which went to protest, upon maturity, the witness said:

Skene told me that Russell would give me a note for \$8,000. He said he had a political assessment to meet and Russell had agreed to pay part of it. On one occasion he said this assessment was for his nomination and amounted to \$30,000.

When O'Neill had finished his testimony, the note was produced, identified and introduced as evidence. This was a surprise to everybody as it had been supposed that the note had been destroyed. It was cashed by the National Bank of Troy.

Immediately upon the conclusion of O'Neill's testimony, William Travers Jerome, former district attorney for New York, who is acting as Skene's attorney, asked for the arrest of O'Neill on a charge of perjury. He said that he could prove that O'Neill had cashed a check for more than \$6,000 and that he had denied this absolutely while giving his testimony. Justice Coman declined to act, on the ground that he was presiding at an extraordinary term for a particular purpose, but he said that he would consider it no breach of courtesy if Jerome made his request to another judge.

Corroborating O'Neill's testimony, John J. Allen, another clerk in Skene's office, said:

After the bids had been received and tallied, Skene came into the office where O'Neill and I were at work one evening, just at closing time, and asked for the bids and tally sheet on road 437. He asked for the Russell bid in my presence.

About ten minute later he came in with the tally sheet and asked for a bidding blank. He was gone this time for a long while, and I had to remain with O'Neill. When he did return finally Skene handed a bid to O'Neill and told him to have me figure it out. I did not want to work so late, but I was ordered to.

When I opened up the bid I saw at once that it was a new Russell bid, and that the item quantities would have to be multiplied by the item prices to get the extension figures, and that the extension figures would give the total, and that the bid Skene had taken had been fully computed, so I knew there was something strange.

I computed the new bid and was surprised to find that the total was over \$70,000. Just to make sure of myself, I got up, went over and examined the tally sheet. The Russell bid noted there was only about \$61,000.

Mrs. Emily N. Plack, who owns 60 per cent. of the stock in the Russell Contracting Company, and is also its secretary and treasurer, testified that the original bid of the company to construct the road was \$61,133 and that she had drawn a check for five per cent. of

this amount and inclosed it with the bid. She said that the bid was never as high as \$65,000. The check accompanying the bid was admitted as evidence.

In opening the case for the defense, Jerome made some remarkable admissions. He said that although his client would admit that at least 50 per cent. of the good roads contracts had been raised during Skene's administration, this was done by O'Neill, who, acting for Tammany Hall, had collected \$500,000 or more for that organization. He went on:

We admit that the Russell bid was raised \$9,000. We do not deny that Allen and O'Neill were up to the muzzle in it. They did it without guilty knowledge on Skene's part. The only thing which connects Skene with this Russell crooked contract falls from the lips of O'Neill and Allen.

When Skene became State engineer the powers that nominated him demanded that he place O'Neill in office.

I ask you to look at O'Neill's face as the principal exhibit in this case. We will endeavor to show that the power of Tammany Hall put him in Skene's office to put the screws to the contractors, and he began early by putting the screws to the Clinton Beckwith Company. We will show that Skene allowed O'Neill to run the clerical end of the office, and that O'Neill was put there by Charles Murphy to squeeze money out of the contractors. How much he got we don't know, but it must have been upward of \$50,000, as O'Neill said that 50 per cent. of the bids had been raised, and that he never had been broke.

We can show that in the spring of 1908 there was a break between Skene and O'Neill, and Skene took from O'Neill practically all of his powers and wrote to the leader of Tammany Hall that he was going to discharge him. Request came back that he hold O'Neill until after election, and he consented. It was at this time that O'Neill started to gather in all the available pickings, including his getting the cash on the \$8,000 Russell note.

Skene is simply the victim of a criminal conspiracy connected with the Democratic party affiliated with crooks throughout the State of their own political making, and to use the words of O'Neill, Skene is the victim of a "frame-up."

Skene was then asked to testify in his own behalf. He made a flat denial of every point the State had brought against him. Then he admitted that he had made good \$8,000 obtained by O'Neill on the note signed by John B. Russell. He did this, he said, through his brother-in-law, F. F. Wineholz, who advanced the money.

Skene said that he had heard of crookedness in his office in 1907, that he had talked with a number of contractors and could not substantiate the rumors, so he let the matter drop.

In describing the method he used in awarding contracts, Skene testified that he signed what his subordinates placed before him and that he never asked for tally sheets or tried to see if any trickery was being practiced.

Don't Want Belgians on Plank Road

Speaking against the repairing of the old Plank Road across the New Jersey meadows with Belgian Blocks, Clarence H. Biddle, president of the New Jersey Automobile and Motor Club, told the Board of Freeholders of Essex County, N. J., that his club favored the building of three roadways, the outer ones being paved with Belgian block for heavy traffic and the center one with wood block on a concrete base for light and automobile traffic. Mr. Biddle said:

The club of which I am president, comprising a membership of 2,500 citizens of New Jersey, all of whom are earnestly in favor of some improvement in the condition of the Plank Road, running from Jersey City to Newark. We are certain that the Belgian block pavement proposed by your special committee will not meet with the requirements of all class of vehicles.

It is obvious that a single roadway will not furnish the traffic that a boulevard with a center driveway would give, and the members in the

main are unanimously in favor of a proposed plan to make this boulevard consist of three roadways, the outside ones to be paved with Belgian block on concrete base, one east and one west for heavy trucking; and a center driveway to be paved with wooden block laid on a concrete base under best specifications for light vehicles and automobile traffic, the center drive to be separated from the side drives by a suitable curb and the traffic to be controlled in accordance with the class of vehicles using the highway.

This provides for the difference in speed between the fast and slow-moving vehicles, as well as gives each class of vehicles the pavement best suited to its needs.

Glenn H. Curtiss on September 1, established a new record for heavier than air machines by flying from Cedar Point to Euclid Beach, O., making the entire flight over Lake Erie. By making the return trip he completed a 120 mile flight over water and incidentally on the return trip he outdistanced a fast mail train.

One More Vanderbilt Entry; 11 in All

Up to Thursday there have been 11 cars nominated to participate in the sixth Vanderbilt Cup race, which is scheduled to be held on the Long Island Motor Parkway and adjacent roads, on Saturday, October 1, starting at daybreak. During the past week, the promoters, the Motor Cups Holding Company, of which William K. Vanderbilt, Jr., is president, announced the receipt of only one additional entry for the big race over those published in last week's issue of AUTOMOBILE TOPICS. This car is the Lozier that won the Elgin trophy at the recent Elgin, Ill., stock car road races. The entry was made on September 5. Ralph Mulford has been named as the driver for the car.

B. C. Fincke has secured the services of Bert Dingley to pilot his Pope-Hartford in the Vanderbilt cup race. This will not be Dingley's first attempt at honors in contests for the coveted trophy. In the race of 1905 he drove a Pope-Toledo, but was put out on the sixth lap when his car collided with a telegraph pole and broke a wheel. Last year he was to have driven a Chalmers-Detroit in the Vanderbilt, but an accident which occurred a few days prior to the contest put him out of the running and William Knipper was substituted in his stead.

The other Pope-Toledo car in the Vanderbilt race, entered by H. Emil Holt, will be driven by "Jack" Fleming, a racing pilot who has made a reputation for himself in the West, but who is not very well known in the East. Fleming has been doing very clever work on the road and track this season. Last year he won first honors in the Portola road race at San Francisco in class two and three.

It was also announced last week that "Jack" Aitken and "Al" Livingstone would drive the two National cars entered in the Vanderbilt by the National Motor Vehicle Company, of Indianapolis. Aitken has a number of notable victories to his credit, a few of which were won at Atlanta and on the Indianapolis Speedway. Livingstone is a Western driver who has been in the racing game but a short time. By his recent victories at Elgin, Illinois, where with a National he won second honors in the big road race held there recently, and also captured the Illinois trophy, it is evident that he will have to be reckoned with the "top-

notchers" of the racing pilots. His driving in the Vanderbilt will undoubtedly be watched with great interest.

Another Cole "30" has been entered in the Massapequa Sweepstakes, which, with the Wheatly Hills Sweepstakes, are to be run in conjunction with the Vanderbilt Cup race. The car was entered by the Colt-Stratton Company and Louis Edmunds has been named to drive it. Edmunds is the team mate of "Bill" Endicott, the driver of the other Cole entry. Endicott and Edmunds, as team mates, competed in several 24-hour races and last spring they won several honors on the board track at Los Angeles, Cal.

A Marion car has been entered in the Wheatly Hills Sweepstakes by Charles E. Reiss, of New York. Marcel Basle, an old-timer in the racing game, who has competed in contests held at Atlanta, Brighton Beach, Indianapolis and elsewhere, has been selected to drive the car.

During the last week nothing official has been announced regarding the Grand Prize race which is to take place a fortnight after the Vanderbilt Cup race. The latest official list of entries for this event contains nominations of fourteen cars. Entries for this race closed on August 1, but for an additional fee of \$250 for each car entries were received up to September 1.

A. R. Pardington, assistant to W. K. Vanderbilt, Jr., has opened an office in the Long Acre building, on Broadway at 43rd Street, New York, for the accommodation of those interested in the Vanderbilt and Grand Prize races. All information as to boxes, seats, parking spaces and entries can be had from there. The offices are connected with a telephone (Bryant 588) and will be open from 9 o'clock in the morning until mid-night.

New Record for Passenger-Carrying Flight

Weymann, an American aeronaut, established a new world's record for a non-stop passenger-carrying aeroplane flight on September 7, when he flew from Paris, France, to Ancizes, a distance of 136.61 miles. He was trying for the Michelin prize of \$20,000, offered for the first aviator who flies from Paris to Puy-de-Dome, Clermont-Ferrand, within six hours.

Few Records Made at Indianapolis Meet

Records failed to fall (save for some of the intermediate distances) and vast crowds did not gather as was expected for the final race meet on the Indianapolis Motor Speedway, held Saturday, September 3, and Monday (Labor Day), September 5. Yet good sport was provided for the 20,000 or so people who were present, and a gratifying absence of casualties marked the speed contests, so that on the whole everybody was pretty well satisfied. The men whose work stood out prominently were "Johnny" Aitken and "Eddie" Hearne, they winning the 200 and 100 miles races, respectively.

The 200-mile event was run on Labor Day, and Aitken drove his National car to victory in 2 hours 47 minutes 54.78 seconds, an average of 71.4 miles an hour. The record is 2:43:20.13, made by Joe Dawson in a Marmon during the Cobe trophy event, July 4. Al Livingstone was second in this event and W. J. Barndollar, piloting a McFarlan car, new to the racing game, was third, finishing several minutes ahead of Arthur Greiner in a National.

Hearne's chief victory was in the 100-mile free-for-all in the opening day of the meet, when he completed 40 circuits of the 2½-mile brick surfaced track with a Benz in 1 hour 19 minutes 58.9 seconds. A youth 20 years old, Harry Knight, finished second in this event after piloting a Westcott car throughout the race without a stop in 1:23:01.52. Hearne also successfully defended the Speedway Helmet on the opening day with the same Benz.

Several new intermediate distance records were established during the running of the 18 events that comprised the program on the two days. Most of these were made in the 200 mile race on the final day. They were: Fifty miles (Marmon), Harroun, 41:00.8; former record (Fiat), Robertson, at Atlanta, 42:02.98. Seventy-five miles (Marmon), Harroun, 63:31.9; former record (National), Aitken, Indianapolis, 69:34.6. 150 miles (National), Aitken, 2:04:24.3; former record (Fiat), Robertson, Atlanta, 2:05:00.63. In the 100-mile free-for-all race, which Hearne won on Saturday, a new mark was established for 75 miles. Hearne covered this distance with his Benz in 59:25.79; the previous record

being made by (National) Aitken at Indianapolis was 69:34.6.

Races on Saturday, September 3

Eddie Hearne was the particular bright star of the opening day of the meet, winning the 100-mile free-for-all and the 10-mile free-for-all with a Benz. By his victory in the first event he won \$1,000 in cash, and by winning the short free-for-all he retained possession of the Speedway Helmet, which he had captured at the July meeting with the same car, and which bears with it a salary of \$50 per week from the Speedway Company. Howard Wilcox, a recent entrant in the automobile racing game, won the second 100 mile race of the day, for stock chassis cars under 450 cubic inches piston displacement. He drove a National for forty circuits of the track without a stop in 83 minutes 3 seconds, thus gaining possession of the Remy silver brassard, which carries a salary of \$75 per week until the end of the speedway contest season.

Hearne had a very easy victory in his 100-mile race, holding the lead from the start to finish. The stock car race was more closely contested. The two Nationals and a Marmon battled around the track until the Marmon incurred motor trouble on its sixty-seventh mile and was forced to retire.

The first event was the time trials by Ralph De Palma in his "90" Fiat and the Fiat "Cyclone." The Italian driver found it impossible to equal the record for the track for 1 mile set by Barney Oldfield in the "Blitzen Benz." The best he could do was 38.64 in the "90" and 40.21 in the "Cyclone." Oldfield's mark is 35.68. In the race for small cars Herreshoffs finished first, second and third.

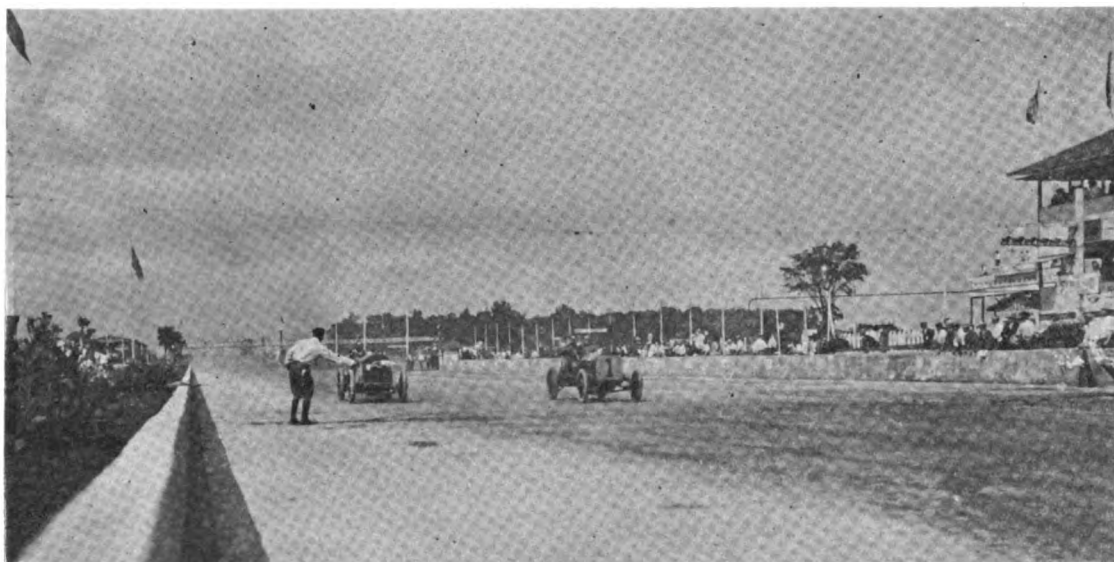
The five-mile race, open to cars with piston displacements ranging from 161 to 230 cubic inches, was won by Edmunds, driving a Cole car. A Staver-Chicago, with Keifer up, was second, and another Cole, driven by "Bill" Endicott, was third. The winner's time was 5 minutes 5-5 seconds. Ray Harroun won the third event, a five-mile race for cars with piston displacement of from 231 to 300 cubic inches, sending his Marmon across the line in front of two Falcars in 4 minutes 35.06 seconds.

Johnny Aitken made his re-appearance as a racing driver in the five mile race for cars

with piston displacements of from 301 to 450 cubic inches, which he won with a National car from Joe Dawson, at the wheel of a Marmon. Another National, driven by Greiner, was third.

It was expected that Ralph De Palma would participate in the 100-mile free-for-all race with his Fiat, and when he was not seen at the starting line there was great disappointment. Eleven cars answered Starter Wagner's signal in this race, and at the outset the Benz, piloted by Hearne, shot to the front and remained there throughout the century run. It stopped only once, on the thirty-fifth lap, when it re-

39 minutes 55.6 seconds and the Hearne car had lapped the entire field. The Westcott was running second and Livingstone's National was third. On the twenty-seventh lap Harroun slipped his Marmon into second place, the Westcott being in third and the National with Livingstone driving fourth. On the thirty-seventh lap the Westcott again secured second place, a position it held until the end. One of Livingstone's tires was worn into ribbons and the National pilot traversed the course during the past three laps at a very slow space, finishing third with Harroun fourth. Hearne's time for 90 miles was 1



A CLOSE FINISH IN THE 10-MILE RACE

plenished its supply of oil. Aitken and Livingstone, in Nationals, trailed the Benz, with the Marmon piloted by Dawson in fourth place. The Marmon stopped on the third round and after losing fifteen miles, Dawson started again, but soon dropped out of the race.

Livingstone remained in second place until the fourteenth lap, when tire trouble necessitated a stop at the pits. Before he could return in the race young Harry Knight had sent his Westcott into second place. Previous to this Harroun had lost considerable time on the eighth lap and Aitken, who had started like a winner, was compelled to drop out on the third lap, when his National developed carburetor trouble.

Fifty miles were completed by the Benz in

hour 11 minutes 48.7 seconds, and his final time was 1 hour 19 minutes 58.09 seconds. Knight in the Westcott made the 100 miles in 1 hour 23 minutes 1.52 seconds; Livingstone in 1 hour 24 minutes 50.1 seconds, and Harroun in 1 hour 25 minutes 27.8 seconds.

After the 100-mile free-for-all, a 5-mile free-for-all handicap was run and won by Louis Edmunds in a Cole with Basle in a Matheson second.

The 100-mile race for the Remy Grand Trophy and Brassard was the final event of the day and 11 cars started. Joe Dawson, in a Marmon, led for a great part of the race, but was finally compelled to retire on his twenty-fifth lap, when engine trouble developed in his car. Nationals spurred home in first and second place. Howard Wilcox drove the winner,

with Charley Merz up in the second. Jap Clemens was a close third in a Speedwell. The summaries:

Event 1.—Five miles, for stock cars with piston displacement of 160 cubic inches and under—Won by Herreshoff (Emmons); second, Herreshoff (McCormick); third, Herreshoff (Smith). Time, 6 minutes 20.47 seconds.

Event 2.—Five miles, open to stock cars with piston displacements of from 161 to 230 cubic inches—Won by Cole (Edmunds); second, Staver-Chicago (Kiefer); third, Cole (Endicott). Time, 5 minutes 5.5 seconds.

Event 3.—Five miles, for stock cars with piston displacements ranging from 231 to 300 cubic inches—Won by Marmon (Harroun); second, Falcar (Pearce); third, Falcar (Geinaw). Time, 4 minutes 35.06 seconds.

Event 4.—Five miles, for stock cars with piston displacements ranging from 301 to 450 cubic inches—Won by National (Aitkin); second, Marmon (Dawson); third, National (Greiner). Time, 4 minutes 5.97 seconds.

Event 5.—Five miles, for stock cars with piston displacements ranging from 451 to 600 cubic inches—Won by National (Aitkin); second, National (Greiner); third, National (Merz). Time, 4 minutes 6.7 seconds.

Event 6.—Ten miles, free-for-all—Won by Benz (Hearne); second, National (Livingstone); third, Fiat (De Palma). Time, 7 minutes 3.41 seconds.

Event 7.—100 miles, free-for-all—Won by Benz (Hearne); second, Westcott (Knight); third, National (Livingstone); fourth, Marmon (Harroun).

Event 8.—Five miles, free-for-all handicap—Won by Cole (Edmunds), 68 seconds; second, Matheson (Basle), 20 seconds; third, McFarland (Clemens). Time, 5 minutes 1.5 seconds.

Event 9.—100 miles, for stock cars with piston displacements not exceeding 450 cubic inches—Won by National (Wilcox); second, National (Merz); third, Speedwell (Clemens). Time, 1 hour 23 minutes 3 seconds.

Races on Labor Day, September 5

The feature events of this day were the 50-mile free-for-all and the 200-mile race for cars of 600 cubic inches piston displacement and under. Several hours before the races were scheduled to start weather conditions were not very favorable, a drenching rain falling until soon after noon. When the first race was called at 1:30, however, the sky had cleared and more than 18,000 persons were assembled in the immense grand stands.

Small cars held sway in the initial event of the nine scheduled for the day. The five-mile race for cars under 160 cubic inches piston displacement was purely a Herreshoff affair, three cars of that make finishing in front. The car piloted by Emmons was the winner. Ralph De Palma, in a Fiat, scored a victory in the

second event, a ten-mile free-for-all, beating out Eddie Hearne at the wheel of a Benz. Ray Harroun, driving a Marmon, was third and a National, with Livingstone at the wheel, was fourth. The winner's time was 6 minutes 48.4 seconds.

The five-mile race for stock cars with piston displacement ranging from 161 to 230 cubic inches was won by Frayer in a Firestone-Columbus, which crossed the line in front of Bill Endicott in a Cole. The latter car was closely pressed by the Staver-Chicago, with Greiner acting as pilot. The winner's time was 4 minutes 47.8 seconds. The following event, for stock cars with piston displacements of from 231 to 300 cubic inches, was won by the Marmon, piloted by Ray Harroun, with the Falcar, driven by Pearce, acting as runner up. Barndollar, in a Farlan car, was third and the time of the winner for the five miles was 4 minutes 38.2 seconds.

Johnny Aitken, destined to be the winner of the chief event of the meet, showed for the first time in the fifth event, a five-mile race for cars with piston displacement ranging from 301 to 450 cubic inches, when he finished immediately in front of Joe Dawson in a Marmon. Another National, driven by Greiner, was third, and the winner completed the distance in 4 minutes 10.22 seconds.

The 50-mile free-for-all was the next event on the program, and eight of the highest powered cars in the country were stationed at the line, while their drivers awaited the word from Starter Wagner. De Palma was the quickest at the start and he sent his Fiat around the first turn in the brick-surfaced 2½-mile track in front of the field. Hearne in the Benz was close on De Palma's heels, however, and on the first time across the tape he succeeded in shooting his German car in front of the Fiat. From then on Hearne remained in the front, though closely pressed by De Palma and Ray Harroun. The Benz car secured a sufficient advantage to win the race, when the Fiat and Marmon cars were compelled to go the pits on the 22nd mile for a change of tires. The car driven by Hearne finished the 50 miles in 38 minutes 2.8 seconds, an average of 78.8 miles an hour.

The five-mile stock chassis race for cars with a piston displacement of from 451 to 600 cubic inches, was won by the National with Wilcox driving, which covered the two and a

half laps of the course in 4 minutes 9.9 seconds. Charles Basle was second in a Matheson, and Mez, in a National, was third. In the five-mile handicap free-for-all event, the McFarlan, driven by Barndollar, finished first with Frayer in the Firestone-Columbus second, and another McFarlan, with Clenens driving, third.

After the handicap, the final event, the feature of the meet, was run. Starter Wagner lined up the 12 cars that were to participate in the long grind for the \$1,300 first prize. When he pulled the gun the following cars shot across the line: Speedwell (Clemens), National (Aitken), National (Greiner), National (Livingstone), Marmon (Harroun), Marmon (Dawson), Falcar (Geinaw), Midland (Ireland), McFarlan (Barndollar), McFarlan (Clemens), Matheson (Basle), and Black Crow (Stinson). The drivers sent their cars around the first circuit of the track at tremendous speed in an effort to secure a lead early in the race, and at the end of the first lap Aitken was at the head of the entire field, with Livingstone immediately behind. Dawson in a Marmon was third, with the Speedwell fourth. The relative positions of the leading cars were unchanged for the first four laps, with the exception that Clemens in the Speedwell and Dawson exchanged positions. Aitken made the first ten miles in 8:24.4.

At the start of the 11th mile the Speedwell moved into second place, with the Marmon, driven by Harroun, pressing it closely, and at the end of the sixth lap the Marmon was acting as runner up to Aitken. Harroun continued to send his Marmon around the track at startling speed and on the eighth circuit whirled into first place. During the next five laps the National, driven by Aitken, lost and regained the lead twice. On the thirteenth circuit the Marmon went into first place again and completed the fourteenth lap in 1 minute 55 seconds. Aitken lost enough time through tire trouble at this state of the race to allow Livingstone to enter second place. Aitken's time for thirty miles was 25 minutes 7.4 seconds, while that of Harroun for forty miles was 53 minutes 2.5 seconds. Basle piloted his Matheson into third place on the 17th lap, when Dawson stopped for a new tire and he remained in this place until the twenty-first lap, when Johnny Aitken shot his blue speedster right in behind Livingstone.

On the twenty-second lap the car driven by Harroun lapped the field and Aitken shot his National past his team-mate Livingstone, and into second place. Harroun's time for fifty miles was 41 minutes 8-10 seconds. On the twenty-ninth lap Harroun was forced to seek the pit and Aitken, by an amazing flight, jumped into the lead, not to be headed until 88 miles had been reeled off, and then only for a few laps.

The Speedwell was running in second place after the stop of the Marmon for tires, but tire luck did not smile favorably on Clemens and he also was compelled to stop at the pits for a change of shoes. The lost time was expensive, and Ray Harroun, who had only lost 20 seconds making a tire change, moved into second place with Livingstone in the following position. Aitken completed the ninety miles in 1 hour 15 minutes 40.9 seconds.

Instead of diminishing his speed after securing the lead, Aitken did the opposite and on the thirty-sixth lap he had lapped all but Harroun. All the cars were still in the race when the half-way mark was reached in 83 minutes 51 8-10 seconds by Aitken. Harroun was still desperately chasing the leading National, while Livingstone was a safe third, with Art Greiner fourth and Joe Dawson fifth. During the next ten miles the Marmon, piloted by Harroun, cut down the advantage of the leading National somewhat, but was unable to overhaul the fast traveling Aitken. The relative positions of the first few cars were unchanged during the first ten miles after the century mark, but the other cars were lapped repeatedly. The two McFarlan cars, driven by Clemens and Barndollar, were running at a consistent speed, but one had been lapped three and the other four times up to this stage of the race.

The race had virtually settled down to a duel between the National, driven by Aitken, and the Marmon, with Harroun at the wheel, with the former having the best of the argument. When the three-quarter mark was reached Aitken was leading, Harroun was second, Livingstone third and Dawson fourth. Greiner in a National was fifth; the Speedwell sixth and Barndollar seventh. The leader's time was 2 hours 4 minutes 24.3 seconds. The Matheson, the Mildand and the Falcar had retired.

Tire trouble on the right rear wheel caused Livingstone to lose third place to Dawson on

the sixty-second lap, though the delay of the Livingstone National was only a few seconds. It was during the same lap that Harroun made a play to secure the lead—and was successful. He was destined to hold first place for a short time, however, for when the cars shot past the line for the sixty-third lap, Aitken was leading and had traveled 160 miles in 2 hours 12 minutes 13.2 seconds.

The most interesting period of the day was the sixty-fourth lap when the Marmon and National fought for first place for a full circuit of the track. First the car driven by Aitken would polk its radiator in front and then the Marmon would have the advantage. Near the tape the Marmon shot to the front and remained there for three turns of the track, when the National came into its own again. Meanwhile the Speedwell, driven by Jap Clemens, had quit the race and Dawson was losing some valuable time with tire trouble.

Aitken gradually pulled away from the Marmon and it was conceded that the race was his when on the sixty-eighth lap Harroun had to drop out of the race when his car broke a coupling on the back stretch. Harroun's time for 170 miles was 2 hours 20 minutes 15.5 seconds and that for Aitken for 180 miles was 2 hours 29 minutes 1.2 seconds.

With the withdrawal of Harroun's Marmon, the race settled down to a steady grind and ended with the cars in the following order: National (Aitken), National (Livingstone), McFarlan (Barndollar), National (Greiner), and McFarlan (Clemens). Just before the finish the National, driven by Greiner, consumed all its fuel and before Greiner could push his car to the pits for replenishment, the

McFarlan completed the race in fourth place. The summaries:

Event 1.—Five miles, stock chassis, 160 cubic inches piston displacement and under—Won by Herreshoff (Emmons); second, Herreshoff (McCormick); third, Herreshoff (Smith).

Event 2.—Ten miles, free-for-all—Won by Fiat (De Palma); second, Benz (Hearne); third, Marmon (Harroun); fourth, National (Livingstone). Time, 6 minutes 48.4 seconds.

Event 3.—Five miles, stock chassis, 161 to 230 cubic inches piston displacement—Won by Firestone-Columbus (Frayer); second, Cole (Endicott); third, Staver-Chicago (Greiner). Time, 4 minutes 47.8 seconds.

Event 4.—Five miles, stock chassis, 231 to 300 cubic inches piston displacement—Won by Marmon (Harroun); second, Falcar (Pierce); third, McFarlan (Barndollar). Time, 4 minutes 38.2 seconds.

Event 5.—Five miles, stock chassis, 301 to 450 cubic inches piston displacement—Won by National (Aitkin); second, Marmon (Dawson); third, National (Greiner). Time, 4 minutes 10.2 seconds.

Event 6.—Fifty miles, free-for-all—Won by Benz (Hearne); second, Marmon (Harroun); third, National (Livingstone). Time, 38 minutes 2.8 seconds.

Event 7.—Five miles, stock chassis, 451 to 600 cubic inches piston displacement—Won by National (Wilcox); second, Matheson (Basle); third, National (Merz). Time, 4 minutes 9.9 seconds.

Event 8.—Five miles, free-for-all handicap—Won by McFarlan (Barndollar); second, Firestone-Columbus (Frayer); third, McFarlan (Clemens); fourth, Parry (Hughes); fifth, Cole (Edmunds); sixth, Speedwell (Clemens). Time, 5 minutes 8.3 seconds.

Event 9.—200 miles, for cars with piston displacements under 600 cubic inches—Won by National (Aitkin); second, National (Livingstone); third (McFarlan (Barndollar). Time, 2 hours 47 minutes 54 seconds.

\$25,000 Race Planned for Next Year

A 500 mile race for a purse of \$25,000 is planned by Carl Fisher, James Allison, Frank Wheeler and A. C. Newby, the managers of the Indianapolis, Ind., Motor Speedway, for May 24, 1911. The race, which will be known as the Indianapolis Motor Speedway 500-mile International Sweepstakes, will be open only to cars with a record of 70 miles an hour or better and, it is said, efforts will be made to get a Fiat, Isotta-Fraschini, Mercedes, Hotchkiss, Napier, Benz and Renault together with Hemery, Nazzaro, Wagner, Edge and Janetzy to drive them. The best of America's cars and

drivers are to be pitted against these foreign cracks if the plans materialize.

The purse offered is double any in the history of motor racing, and is divided into ten parts. The driver winning first prize will be awarded \$10,000, the largest prize ever offered a motor race winner; second, \$5,000 and on down to \$500 for the driver finishing tenth. In addition a trophy will be given for each position. The cars must be under 600 cubic inches displacement and weigh at least 2,300 pounds. American Automobile Association rules will govern.

Washingtonians Climb Mt. Dome

The initial hill climb of the Automobile Club of Washington, D. C., was held on Mount Dome at Randle Highlands on August 30, and approximately 6,000 persons enjoyed the sport. Mount Dome, which is considered the steepest ascent in the District of Columbia, is nearly a mile long, with two turns, and has a grade of 15 per cent.

T. S. Johnson, driving a Buick, won the feature event of the day, the free-for-all, and established the best time of the day, 49 1-5 seconds. A Matheson, piloted by Sangen, was second in 53; another Matheson (McBurney) was third in 56 1-5 seconds, and Lescault, in a Palmer-Singer, was fourth. The results in the other events were as follows:

Class A, Division 1-A.—Open to gasoline stock cars selling for \$800 and under—Won by Krit (Cadick), 1:31.5; second, Hupmobile (Wilson), 1:39; third, Krit (Ray), 1:40; fourth, Maxwell (Robinson), 1:52.3.

Class A, Division 2-A.—Open to gasoline stock cars selling for \$801 to \$1,200—Won by Warren-Detroit (Bergen), 1:03.4; second, Oakland (Bauer), 1:20; third, Ford (Miller), 1:24; fourth, Ford (Drake), 3:00.

Class A, Division 3-A.—Open to gasoline cars selling for \$1,201 to \$1,600—Won by Buick (Angle), 1:09.2; second, Parry (Barber), 1:11; third, Warren-Detroit (Wells), 1:11; fourth, Petrel (Llano), 1:17.4.

Class A, Division 4-A.—Open to gasoline stock cars selling for \$1,601 to \$2,000—Won by Buick (Cronkhite), 1:02.1; second, Oakland (Bauer), 1:02.3; third, Buick (Hamner), 1:07; fourth, Apperson (Orme), 1:13.2; fifth, Buick (Halstead), 1:18; sixth, Apperson (Fister), 1:19.

Class A, Division 5-A.—Open to gasoline stock cars selling for \$2,001 to \$3,000—Won by Matheson (McBurney), 1:03.2; second, Columbia (Klock), 1:26.

Class A, Division 6-A.—Open to gasoline stock cars selling for \$3,001 to \$4,000—Won by Matheson (Hall), 58 seconds; second, Palmer-Singer (Lescault), 1:02.

Free-for-all.—Won by Buick (Johnson), 49 1-5 seconds; second, Matheson (Sangen), 53 seconds; third, Matheson (McBurney), 56 1-5 seconds; fourth, Palmer-Singer (Lescault), 1:01.4.

York Has Some Exciting Races

Southwestern Pennsylvania was treated to a series of automobile races at York on Labor Day, September 5, that were record-breakers for that section. More than 5,000 persons witnessed the contests, which were held under the auspices of the York Automobile Association, on the half-mile track at the county fair grounds. One accident marred the sport of the

day. In one of the ten-mile races Erle, the mechanic of a Thomas car, was slightly injured when his car crashed through a fence after losing a tire.

The most exciting race of the day was the five-mile free-for-all, which was won by Archie Miller, in a Chalmers. His time was 7 minutes 20 seconds. Miller, of Hagerstown, Md., was second in a Crawford, and Burgard was third in a Baby Buick. The other races were won by a Maxwell, Baby Buick, Pullman and Baby Buick.

Economy Run for Kentuckians

Active preparations are being made for the Second Annual Reliability and Economy run contest of the Louisville, Ky., Automobile Club, which is scheduled to start from Louisville on September 20 and finish in the same city on September 22. The pathfinding party completed their tour of observation recently and reported that the roads over which the tourists are scheduled to travel are varied and will afford a genuine test of the abilities of the contesting cars. Although the entries will not close until September 15, quite a few cars have already been nominated to participate in the event, for which three trophies have been offered. The route of the contest will be as follows:

First Day.—Louisville to Shepherdsville, to Boston, to Elizabethtown, to Hodgenville, to Lincoln Farm, to Buffalo, to Hodgenville, to New Haven, to Bardstown, to Springfield and to Harrodsburg.

Second Day.—Harrodsburg to Danville, to Stanford, to Crab Orchard, to Lancaster, to Richmond, to Lexington, to North Middletown, to Mt. Sterling and to Winchester.

Third Day.—Winchester to Paris, to Cynthiana, to Georgetown, to Lexington, to Versailles, to Frankfort, to Shelbyville, to Louisville.

Ball Won at Sable

The main feature of the meet at the motor-drome situated in Sable, about seven miles east of Denver, Colo., on Labor Day, September 5—the three-hour race—was won by Harry Ball in an Apperson car. He circled the 3 1-3 miles course fifty times, totaling 166 2-3 miles. Harold Brinker, in a Renault, was second, with a total score of 153 1-3 miles, and J. McDonald, piloting a Thomas, was third, with 143 1-3 miles. The race was for a prize of \$1,000.

10,000 People See Alleged Racing at Brighton

What was called a "double header" race meet occurred at the Brighton Beach (N. Y.), Motordrome on September 5, Labor Day, when New York racing enthusiasts were introduced to "royalty" in the automobile racing game. "Speed King" Barney Oldfield and "Road King" George Robertson were the bright stars at the gathering arranged by Dan Smith, who was assisted to some extent by "Bill" Pickens. It was Dan Smith's debut into the automobile race promoting game, but Pickens has been interested in similar meets before.

It was originally intended to hold the races Saturday, September 3 and Labor Day, but the rain of Saturday necessitated the running of the entire program on the latter day. As far as racing was concerned the meet was a farce. In most of the nine events that comprised the program, there were only two starters, and in one event, the ten mile race for cars under 600 cubic inches piston displacement Robertson in a Simplex had a walkover, although there were 5 cars entered, according to the program.

The 10,000 people who witnessed the events were repaid somewhat for their trouble and expense by the record-breaking speed at which Barney Oldfield sent his "Blitzen Benz" around the one mile course. With this 200 hp. car with which he made a new world's straight-away mile record of 27 33-100 seconds on the Florida Beach, March 17, 1910, he covered a circuit of the Brighton Beach track in 49 4-5 seconds. With the same car Oldfield made a record trial at St. Paul, Minn., on June 23, 1910, in 49 2-5 seconds. Oldfield made three speed trials and in each he succeeded in surpassing the record for the Brighton Beach track, 52 3-5 seconds made by Ralph De Palma in a 90 hp. Fiat Cyclone, but as the timing was not done a mechanical device the marks will not be recognized by the American Automobile Association as official. According to the 1910 Contest Rules of the A. A. A. no claim for a record of one mile or under and up to five miles will be considered by the Contest Board unless it is taken by an automatic electrical or mechanical timing device approved by the Contest Board. Oldfield's time was taken with a stop watch.

The speed duel between Robertson and Oldfield for the track driving premiership did not

materialize, as the Knox car, which Oldfield was to drive in the events other than the time trials, was crippled in the first hour race and remained in the paddock the remainder of the day. Outside of Oldfield's record breaking performance in the time trials, the work of George Robertson's Simplex was the feature of the day. With this New York made car Robertson won four out of the eight automobile events that were contested. These were the two hour races and two ten mile contests.

Owing to the postponement of the first day's program until Labor Day, the management decided to start the first event at noon Monday instead of at 2 o'clock. The ideal holiday weather resulted in a large number of people making their exodus from the city bound for the beaches. At noon about 4,000 persons had paid the \$2 demanded for admission to the grandstand, while about 2,000 others parted with 50 cents for the privilege of standing in the broiling sun for the start of the first race, 2 o'clock, the attendance gradually increased, and about 3 o'clock there were 10,000 people in the enclosure.

Automobiles were not as plentiful as at previous automobile races held at the track by the sea, not more than 150 cars being parked along the rail at the track side, while the space back of the grandstand was deserted. The principal cause of the scarcity of cars was the \$5 asked for the parking of each car. This price was in addition to the \$2 charged for each passenger in the car. It was a great day for the "bunco" men. A number of people in the space in front of the grandstand were approached by men in their shirt sleeves who offered to sell box seats. Those who bought tickets for boxes were given a small piece of white card board on which was written the number of the box the holder was supposed to be entitled to. When those who bought these box seats located the boxes corresponding to the numbers on the slips they generally found them occupied. The men selling the tickets made their "getaway" before the hunt for them started.

There were no city policemen within the track enclosure and a number of spectators in the field stand took advantage of this and spread fan shape around the track to the half-mile post. Late in the afternoon hundreds of

men and boys, and quite a few women, crossed the track and entered the paddock. Several times the cars in the second hour race had to be slowed down to avoid striking persons

Seery second. The time was 9 minutes 49 seconds. Seven cars were entered in the first hour race and all made their appearance at the starting line. They were; Knox (Oldfield);



THE CLUB HOUSE AND SOME OF THE CARS

crossing the course. A hole in the back stretch fence afforded a way for about 200 men and boys to gain admittance to the track without chipping into the coffers of the promoters.

The first event of the day was the one mile time trials against the Brighton Beach track record of 52 3-5 seconds. The best time made in these trials was 50 2-5 seconds by the Benz with Oldfield driving. Ben Kerscher sent his Darracq, which is a duplicate of the car that won the 1905 Vanderbilt Cup race, around the course in second best time in 53 2-5 seconds, which was 1-5 of a second better than the time made by Robertson in the Simplex. The Isotta-Fraschini, driven by Ray Howard, and the Simplex, with Ralph E. Beardsley at the wheel, were both timed in 1 minute flat. The Black Crow with O. F. Rost acting as pilot was the other competitor in these trials and completed the distance in 1 minute 15 2-5 seconds.

A ten-mile motorcycle race, which was the second event on the program, was won by A. G. Chappelle on a Merkel machine with the only other entry, an Indian driven by Frank

Simplex (Robertson); Simplex (Beardsley); Fiat (Kerscher); Black Crow (Rost); Allen-Kingston (Ormsby), and Isotta-Fraschini (Howard).

Robertson was the quickest to take Starter Ferguson's signal and shot around the first turn in the lead. Oldfield got his six-cylinder car in front on the back stretch before the half-mile mark was reached. Howard in the Isotta-Fraschini had to stop at 16 miles owing to tire trouble. Robertson stopped for tires on the 25th mile and Beardsley in the other Simplex moved into second place. The first 5 miles were completed by Oldfield in 5 minutes 42-5 seconds and the 10 mile mark was passed in 10 minutes 74-5 seconds. Oldfield still lead when the 15 mile mark was passed in 15 minutes 121-5 seconds. The 20 mile point was reached by the Knox in 20 minutes 154-5 seconds and the quarter century mark at 25 minutes 204-5 seconds. At this time Oldfield was 2 miles ahead of the second car. Thirty miles were covered in 30 minutes 263-5 seconds by the Knox.

On the 38th mile the Knox went into the paddock and did not return. One report had it that the car had burned out one of its connecting rod bearings, but it was announced that the Knox had stopped because of valve trouble. Robertson went into the lead on the 42nd mile when Beardsley went to the paddock for a change of tires. In the 60 minutes Robertson completed 55 7-8 miles, which is 3 1-8 miles back of the record of 59 miles made by the S. P. O. at the first matinee meet of the Motor Racing Association this year. The Fiat was second with 51 miles, while the Isotta-Fraschini was third, having accumulated 48 miles during the hour. The Simplex driven by Beardsley was but a short distance ahead of the Black Crow and both cars were credited with 44 miles.

But two cars started in the fourth event, a ten mile race for cars under 300 cubic inches piston displacement. They were the Mercer, driven by E. H. Sherwood, and the S. P. O., driven by M. P. Batts. The Moon, the other car entered, failed to show up, according to the announcer. The S. P. O. got away in the lead and at the end of the first circuit had opened a gap of about 25 yards between the Mercer. Sherwood kept right after the car driven by Batts and gradually cut down its lead. Just as the cars crossed the line for the third mile the Mercer passed the S. P. O. The two drivers fought it out during the next two miles and on the turn toward the tape for the last time only about 10 yards separated the two cars. The Mercer held the S. P. O. off, however, and won by a slight margin. This was the most exciting race of the afternoon.

The following race was also a two car affair, the opponents being Robertson, at the wheel of a Simplex, and Kerscher, piloting a Fiat. Robertson got the jump at the start and remained in the lead throughout the race, though during the early stages of the contest the Fiat pressed his Simplex. The Simplex won by about $\frac{1}{4}$ mile in 10 minutes 12 1-5 seconds.

The second series of time trials were next on the program and it was during these trials that Oldfield made his remarkable time. "The Speed King" was announced as the first to make the effort to overtake Father Time. When Oldfield came out of the paddock with his 200 hp. Benx he was given a great ovation. After a mile spin Oldfield shook his head to

the starter and the watches were set as he crossed the line. The bullet shaped car shot toward the first turn at tremendous speed with Oldfield, his ever-present cigar in his mouth, skillfully manipulating the steering wheel. The turn was taken with a wide sweep and then Oldfield headed the car toward the rail on the back stretch. The big car appeared like a blur as it sped along the back stretch, the posts being passed as if they were the prongs in a fork. The car skidded considerable turning toward the finish and Oldfield headed for the tape with the car in the center of the track. Many thought that he had traveled at greater speed than in the morning, but his time was 50 4-5 seconds.

Kerscher sent his Darracq around the track in 52 4-5 seconds and then Howard in the Isotta-Fraschini was timed in 59 3-5 seconds. Robertson with the Simplex was the next to be sent around the track and the best he could do was to equal the time made by Kerscher in the Darracq. After Robertson's trial, Oldfield declared his intention of again attempting to beat his time of the morning and was given a flying start. The big car was again sent around the track at hair-raising speed and when 49 4-5 seconds was announced as the time for the mile a perfect bedlam broke loose. Horns and sirens were blown for a full two minutes as an acknowledgment of the daring driving of Oldfield. The crowd wanted Oldfield to do some more work with his big car but it was driven in the paddock where it remained the rest of the afternoon.

Robertson had a walkover in the next event, ten miles open to striped chassis under 600 cubic inches piston displacement, and in his attempt to beat the ten mile record for the track the best he could do was 10 minutes 8 1-5 seconds. After Robertson had made his record breaking attempt, the Lozier car which won the Elgin Trophy and the 1910 Stock Car championship recently at Elgin, was driven for a mile by Ralph Mulford the driver who piloted the car to victory over the Illinois course. The car had been driven over the roads from Elgin and still bore the No. 3 it carried in the big road race.

Event 8, which was open to cars under 300 cubic inches, was reduced from ten to five times. Two S. P. O. cars were the starters and the car driven by Batts lead that piloted by Juhasz throughout.

Only four cars started in the second hour race, which was the final event of the day. They were the Mercer (Sherwood); Allen-Kingston (Ormsby); Simplex (Robertson), and Isotta-Fraschini (Howard). Robertson got away in the lead and remained in front throughout the race. On the 14th mile the Simplex passed the entire field. The first mile was completed in 1 minute 9 2-5 seconds. The A-K was the first car to leave the track, going into the paddock on the 3rd mile and again on the 10th. Robertson kept his Simplex going at a consistent speed and continued to increase his lead over the field. On the 36th mile the Simplex went into camp for a change of tires and lost 1 1/2 miles. The Isotta went into camp on its 26th mile and did not show back on the track again. The Mercer left the track on its 35th mile and was still off when the race ended. The Simplex covered 55 miles in the hour; the Allen-Kingston 48; the Mercer, 35 and the Isotta-Fraschini, 26. The summaries:

One-mile time trials.—Benz (Oldfield), 50 2-5 seconds; Darracq (Kerscher), 53 2-5 seconds; Simplex (Robertson), 53 3-5 seconds; Simplex (Beardsley), 1 minute; Isotta (Howard), 1 minute; Black Crow (Rost), 1 minute 15 2-5 seconds.

Ten-mile motorcycle race.—Won by Merkel (Chappelle), 9 minutes 49 seconds; second, Indian (Seery), 9 minutes 52 2-5 seconds.

One hour race, open to stripped chassis, 600 cubic inches piston displacement and under.—Won by Simplex (Robertson), 55 7-8 miles; second, Fiat (Kerscher), 51 miles; third, Isotta, 48 miles; fourth, Simplex (Beardsley), 44 miles; fifth, Black Crow (Rost), 44 miles.

Ten miles, open to stripped chassis, 300 cubic inches piston displacement and under.—Won by Mercer (Sherwood), 10 minutes 46 4-5 seconds; second, S. P. O. (Batts), 10 minutes 50 4-5 seconds.

Ten miles, open to stripped chassis, 600 cubic inches piston displacement and under.—Won by Simplex (Robertson), 10 minutes 12 1-5 seconds; second, Fiat (Kerscher), 10 minutes 24 seconds.

One-mile time trials.—Benz (Oldfield), 50 4-5 seconds; Simplex (Robertson), 52 4-5 seconds; Darracq (Kerscher), 52 4-5 seconds; Isotta (Howard), 59 3-5 seconds. In second attempt by Benz (Oldfield) the time was 49 4-5 seconds.

Ten miles, open to stripped chassis, 600 cubic inches piston displacement and under.—Class E—Walkover for Simplex (Robertson). Robertson attempted to break track record for 10 miles (9 minutes 31.51 seconds) and was timed in 10 minutes 8 1-5 seconds.

Five miles, open to stripped chassis 300 cubic inches piston displacement and under.—Class E—Won by S. P. O. (Batts), 5 minutes 16 2-5 seconds; second, S. P. O. (Juhasz), 5 minutes 34 1-5 seconds.

One hour race, open to stripped chassis, 600 cubic inches piston displacement and under.—Class E—Won by Simplex (Robertson), 55 miles; second, Allen-Kingston (Ormsby), 48 miles; third, Mercer (Sherwood); fourth, Isotta-Fraschini (Howard), 29 miles.

Flew from Paris to London

John B. Moissan, the Chicago, Ill., aeronaut, on September 6, finished his flight from Paris, France, to London, England, carrying with him for the entire distance, two passengers, one his mecanicien. Albert Fileaux and a small black kitten. By completing this flight he won a prize valued at \$25,000, offered by the London Daily Mail for the first person making the distance in a heavier than air machine.

Moissan left Issy, Paris, on August 16 and experienced no trouble until he had crossed the English Channel and landed in England. Then a series of mishaps happened and although he was trying to finish his flight, adverse weather conditions prevented him from making good time. He was also bothered to a considerable extent with motor troubles.

The itinerary of the flight is as follows: Left Issy at 5 P. M. August 16; reached Amiens at 7.30 P. M. August 16; left Amiens

5.10 A. M. August 17; reached Calais 7.15 A. M. August 17; left Calais, France, 10.45 A. M. August 17; arrived Tilmanstone, England 5.05 A. M. August 18; arrived a mile from Sittingbourne, where forced to descend owing to break in machine; reascended afternoon August 18 and fled to Upchurch, ten miles beyond Sittingbourne; ascended Upchurch August 20, but was forced to descend after traveling a mile owing to motor trouble; reascended near Upchurch 4.29 A. M. August 22; arrived Seven Oaks 5.25 A. M. August 22; ascended Seven Oaks 6.30 A. M. September 6, and flew to Oxford; forced to alight by high wind; reascended 5 P. M. and completed twenty-five-mile flight to London.

Work is progressing rapidly on the Portland, Ore., Seattle, Wash., road and five miles of macadam roadway has been finished in the vicinity of Castle Rock, Wash.

Blanks Out for Belmont Meet

Entry blanks for the international aviation tournament which will be held at Belmont Park, Long Island, N. Y., from October 22 to October 30, were issued on September 6 and are being scattered broadcast throughout this country and Europe. The official programs are now on the press and will follow the entry blanks within a few days.

The cash prizes offered for the meet amount to \$50,000 and in addition to these all those who compete will be allowed to participate in the profits of the meet. Entries will close on October 1.

Work on the course is now under way. All the trees, hurdles, fences and stands in the infield are being taken down and it is being reduced to a level plain. Five courses are being laid out. The one for the international race is five kilometres long and the contestants will be required to make 20 circuits. The main course, where most of the contests will take place, is a trifle less than two and a half kilometres long. Another course, and the one on which the most interesting contests will probably be held, is one kilometre long. This is for the sprint events, and will be wide enough to allow three aeroplanes to sail abreast of each other.

The course for the international race extends far outside the track and beyond a little grove across the course on to the outskirts of Floral Park. Thirteen pylons, or tall poles, will be around the course and the officials will have men stationed at each pole to see that none of the contestants cuts any corners.

Contest Rules for Aviators

In order to safe-guard the spectators at the international aviation meet, which will be held at Belmont Park, Long Island, N. Y., this month, the Aero Club of America has adopted the following rules:

All contestants wishing to pass another in front of them must pass to the right at a minimum distance of 75 feet and the contestant who is to be passed must keep within 100 feet of the line of the aerodrome, that is to say, the lines that connect the pylons marking the course.

A contestant who wishes to pass another shall follow the rules above stated but shall not fly above or below his competitor. He may not pass below a contestant unless such contestant is at least 150 feet above the ground. If the contestant who is to be passed is less than 150 feet above the ground the contestant desiring to pass may,

as stated above, fly to the right at a minimum distance of 75 feet or pass above him at a height of not less than 150 feet. This means that no machine may be passed either above or below except that the passing machine shall be more than 150 feet away.

Aviators are advised that when between two machines one machine tries to pass another the one trying to pass shall pass to the right. If they are close together in a curve or when nearing it it is necessary that the aviator nearest the line must follow it closely and must not crowd toward the exterior the contestant who is trying to pass him. The two aviators should take all care to avoid any accident.

At all times a machine in the air should travel in the direction opposite to that of the hands of a clock, that is, leave the towers on the left hand, and it is positively forbidden for a machine to fly at any time counter track, that is to say in the direction of the hands of a clock, even though they be over the centre of the field bounded by the posts that indicate the track.

A machine after landing for any reason within the infield on the way to its shed must cross the track as quickly as possible in the most direct line from the centre of the track, and only after making sure that it will not be in the way of any other aviator.

Aviators are forbidden to fly over the public and above the stands.

All violations of these rules will subject one to penalty in accordance with the rules of the Federation Aeronautic Internationale. In the event of a second abuse the aviator may be disqualified from participating further in the meet.

Wants Exhibition Money from Curtiss

Glenn H. Curtiss, Captain Thomas H. Baldwin and Arthur W. Gilbert, directors of the Herring-Curtiss Company, have been ordered by the Supreme Court of New York to account for the money they have received for exhibition flights. The action was brought by A. who claims that the funds of the company, which has a factory at Hammondsport, N. Y., were furnished by him. Mr. Herring alleges that the aviator is under contract to the company and that any money he receives must be turned over to the company.

Flew 8,472 Feet High

Using a Bleriot machine fitted with a Gnome motor, Leon Morane on September 3, established a new altitude record for a heavier than air machine at Deauville, France, when he ascended to a height of 8,472 feet. In the descent he narrowly missed being dashed to death, the motor refusing to work.

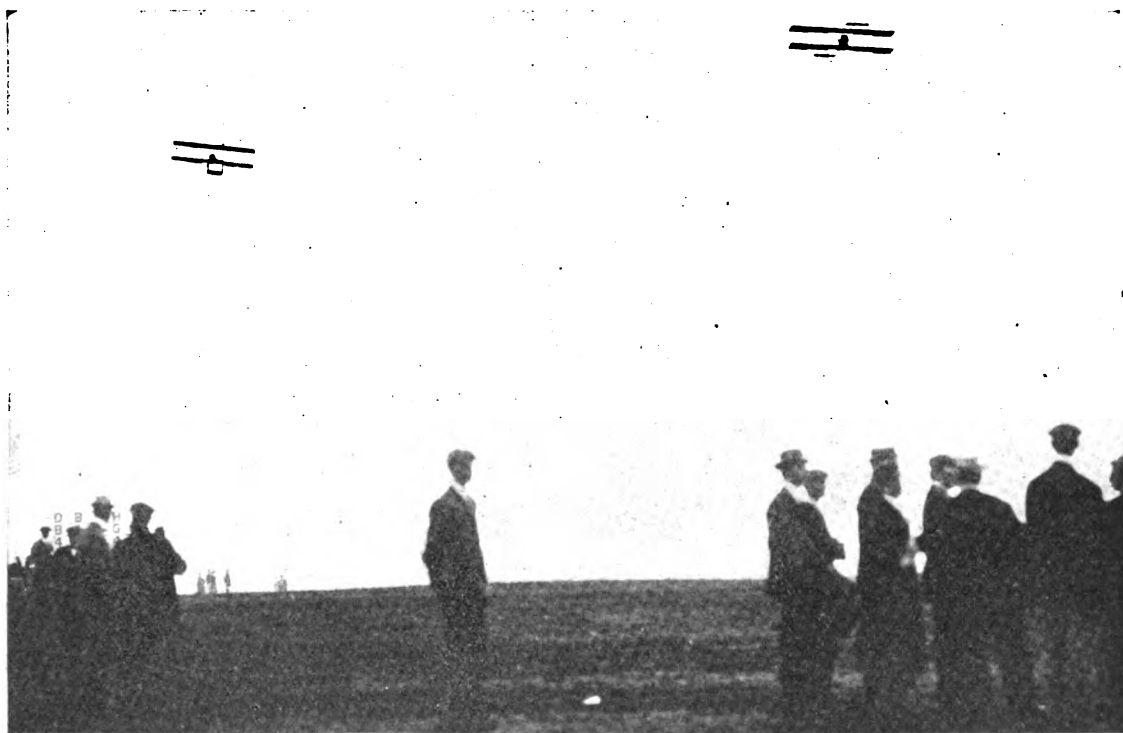
Bostonians Watch Feats of Aviators

Spectacular flights in a cloudless and windless sky, daring trips aloft when a dense fog covered the earth, reckless attempts to go out to sea with a heavy land breeze blowing, accurate dropping of bombs on an outlined battleship, exciting races between air crafts of various shapes, thrilling ascents and not a few falls and several accidents combined to give the residents of Boston, Mass., and its vicinity enough excitement to last them for some time. All this took place during the aviation meet

was so strong that many of the aviators protested about making ascents.

He also dropped bombs with such accuracy that had he been using real explosives on a real battleship instead of just oranges on a painted imitation of a fighting vessel, any one of the missiles would have destroyed the boat.

But although White made an enviable record, Ralph Johnstone, the Wright pupil who carried off a few of the honors at the meet at Asbury Park, N. J., was not a long way be-



CURTISS AND GRAHAM-WHITE BATTLE IN THE AIR

of the Harvard-Boston aviation meet at Squantum, the low lying peninsula on Dorchester Bay, just outside of Boston. The meet opened on September 3 and will continue until September 13.

Claude Grahame-White, an Englishman who has won considerable renown by his daring flights in England, was the first in the air on the opening day and, in his Bleriot monoplane, he set a speed mark that had all his opponents guessing how their own machines would act in comparison. He made three circuits of the mile course in 5 minutes 55 seconds and would have made an even better record, but the wind

hind him and when the points for the day were reckoned up, White laughingly said that the honors were about evenly divided.

While White was amusing himself and some 10,000 spectators by dropping his oranges on the dummy battleship, Johnstone and Walter Brookins made ascents in their Wright biplanes and Curtiss also went aloft in his own machine. Johnstone and Brookins gave exhibitions of their skill in handling their machines and cut figures of eight, inscribed circles and gave glides, but Curtiss went after White and while the Englishman was trying to get over the dummy battleship, Curtiss first passed over the

Englishman's craft and then flew under it, much to the delight of the crowd and the dismay of the occupant of the other aeroplane, who was not a little chagrined at the antics of Curtiss.

Clifford B. Harmon contributed his share to the first day of the meet by making an ascent and staying in the air for a few minutes. He was sailing along smoothly when one of the struts, supporting the upper wing of the Farman biplane parted, and he was sent to the ground, some 50 feet below. Although his motor was jarred from its position, the forward plane smashed and the propeller splintered into many pieces, Harmon escaped injury and announced his intention of having his machine repaired so he could take part in the flights on the 12th.

No one was allowed to fly on Sunday, that being one of the things which the Puritans strictly forbade. This rule has been enforced in Massachusetts ever since the witches were burned in Salem. But even with such a horrible example before him Cromwell Dixon, in a dirigible, made a short flight. He made a successful ascent and descent and his flight was very pretty. But President Lowell, remembering the Salem witches, found it necessary to punish the youthful offender, and as burning is not in vogue any more in the Bay State, Dixon was disqualified from taking any further part in the meet.

Twenty-seven flights were made by the aviators on Labor Day and the 20,000 spectators were loathe to leave the grounds even when it became so dark that the outlines of the grandstand were almost invisible. Grahame White again carried off the honors for the day although Johnstone pushed him hard. To make the day more enjoyable for those in the grandstand and the parking spaces White and Willard amused themselves by taking spectators aloft with them. Several women were among the passengers and not one of them but enjoyed the trip to the utmost.

A low lying fog prevented any of the fliers from attempting a flight out across the bay to the Boston light. Several times the men went aloft with the avowed intention of making a try for the \$10,000 prize offered for this flight, but each time they landed without pointing their machines seaward. Explaining this, they said such a flight would be suicidal with the weather conditions as they were. The fog

also prevented any attempt being made to establish a new altitude record.

According to the point system in vogue at the meet, the scores on Monday night, September 5, stood as follows: White, 68; Curtiss, 27; Willard, 13; Johnstone, 6; and Brookins, 2. But these do not tell the story of the flights. White had devoted all his time to scoring points while the others had made spectacular flights which did not count in the official scoring.

On Tuesday the fog which did much to mar the success of Monday's program, came in-shore and wrapped the entire aviation field in a dense heavy blanket. All the aviators made short flights, but they were more like the child's game of hop, skip and a jump than they were like real flying. Several accidents were narrowly averted and time and time again the fliers just missed striking some spectators while they were making a landing.

Most of Tuesday was taken up in bickering over the rules governing the meet. Grahame White had made it a practice of flying low over the spectators, sometimes passing over the grandstand and the parked automobiles with less than 15 feet clearance. All the other fliers protested against this habit, saying that it was dangerous not only for the aviator, but also for the crowd. White said that he was in the habit of flying that way, that he had never had a serious accident and that he did not intend to change his way of flying. The officials of the meet upheld the position taken by White, and as a result White was not given as cordial a reception as he had previously received.

On September 7, White made the first flight from the Squantum field out across the harbor to the Boston light and return. He covered the distance of 33 miles in 40 minutes 13-5 seconds. The \$10,000 prize offered by a Boston newspaper is for the aviator who makes the fastest time in the trip to and from the light.

Curtiss, Johnstone and Brookins were also out, but they did not attempt the flight around the light. Curtiss tried for the accuracy record and landed within 63 feet 10 inches of the mark, establishing a record. Johnstone and Brookins tried to excel the feat of Leon Morane and soared aloft until they were mere specks in the sky, but they failed to establish a new altitude mark.

Atlanta Offers \$12,000 in Prizes

The second annual fall meet at the Atlanta (Ga.) Automobile Speedway has been announced for November 3, 4, and 5. Nineteen events in all have been arranged for the three days. The feature event will be a 250-mile free-for-all, which will be called the Atlanta Speedway Grand Prize. It is planned by the Atlanta track management to put this event on every year that the Grand Prize of the Automobile Club of America is contested for. In all, about 12,000 will be offered in prizes, \$5,000 of which is the prize in the Atlanta Speedway Grand Prize race. The other big races will be the second revival of the Coca-Cola trophy race and the City of Atlanta Cup contest.

The management evidently have some respect for the superstition regarding the numeral 13, for there is no Event 13 in the list of the contests to be held on the three days:

November 3

Class D.—Record trials for one mile. To lower American Speedway record. Each car to have two trials, electrically timed.

Event No. 2.—Stock chassis cars, Class B, Division 2—161 to 230 cubic inches piston displacement. Distance, 12 miles. First prize, \$100; second prize, \$50; third prize, \$25.

Event No. 3.—Class D, free-for-all—Distance, 20 miles.

Event No. 4.—Stock chassis cars, Class B, Division 3—231 to 300 cubic inches piston displacement. Minimum weight, 1,700 pounds. Distance, 10 miles.

Event No. 5.—Class D, free-for-all—Southern Amateur Championship, open only to amateur drivers residing south of the Ohio and east of the Mississippi Rivers. Distance, 10 miles. First prize, Dixie trophy; second prize, silver medal.

Event No. 6.—Class D, free-for-all—Distance, 10 miles.

Event No. 7.—Stock chassis cars, Class B, Division 5—451 to 600 cubic inches piston displacement. Minimum weight, 2,300 pounds. Distance, 20 miles.

Event No. 8.—Stock chassis cars, Class B, Division 4—301 to 450 cubic inches piston displacement. Minimum weight, 2,000 pounds. Distance, 100 miles. First prize, Coca-Cola trophy (which must be won three consecutive times to become the property of entrant) and \$500 in gold; second prize, \$250 in gold; third prize, \$100 in gold; fourth prize, \$50 in gold; fifth prize, \$25 in gold.

November 4

Event No. 9.—Stock chassis cars, Class B, Division 2—161 to 230 cubic inches piston displacement. Minimum weight, 1,400 pounds. Distance, 10 miles.

Event No. 10.—Class D, free-for-all—Distance, 10 miles.

Event No. 11.—Stock chassis cars, Class B, Division 3—231 to 300 cubic inches piston displacement. Minimum weight, 1,700 pounds. Distance, 12 miles.

Event No. 12.—Class D, free-for-all. Distance, 20 miles.

Event No. 14.—Stock chassis cars, Class B, Division 4—301 to 450 cubic inches piston displacement. Minimum weight, 2,000 pounds. Distance, 14 miles.

Event No. 15.—Class D—Amateur free-for-all, open only to amateur registered drivers. Distance, 20 miles. First prize, trophy; second prize, silver medal.

Event No. 16.—Class D—Free-for-all handicap, open to all cars entered at this meet. Cars will be handicapped according to their performances at this meet by a board of official handicappers. Distance, 10 miles.

Event No. 17.—Stock chassis cars, Class B, Division 5—451 to 600 cubic inches piston displacement. Minimum weight, 2,300 pounds. Distance, 200 miles. First prize, City of Atlanta trophy (which must be won three consecutive times to become the property of the entrant) and \$1,000 in gold; second prize, \$500 in gold; third prize, \$200 in gold; fourth prize, \$100 in gold; fifth prize, \$50 in gold.

November 5

Event No. 18.—Class E, Australian Pursuit Race—Entrants to be stationed an equal distance behind each other, and when one car is passed by another one the car being passed is out of the race. (This race to be limited to not more than six cars, to be selected by the Atlanta Automobile Association management from the list of entries for this race.)

Event No. 19.—Class D, free-for-all—Open only to registered amateur drivers. Distance, 20 miles.

Event No. 20.—Class D, free-for-all—First prize, \$3,000 in gold; second prize, \$1,000 in gold; third prize, \$500 in gold; fourth prize, \$250 in gold; fifth prize, \$150 in gold; sixth prize, \$100 in gold.

Bar Motorists from Revere Beach

During the last few days of the season at Revere Beach, Boston, Mass., that well known summer resort was closed to automobilists by order of the Metropolitan Park Commission of Boston. The members of the commission said that portions of the Beach Boulevard and Ocean Avenue needed repairing and therefore closed those avenues, which are the only ones leading to the beach, to motorists. Electric vehicles and vehicles drawn by horses were allowed to use the avenues and no sign of workmen could be observed. Just what repairs were necessary is not known.

Will Run from Washington to Richmond

The Washington, D. C., *Post* has secured a sanction from the American Automobile Association for another tour from Washington to Richmond, Va., and return. The dates selected are October 14, 15, 16, 17 and 18, and the route will be the same as that used on the initial run on May 27 to 31, 1910.

Instead of being conducted under the rules of Grade III, which provide penalization only for road work, late at controls, and taking on fuel or water at points other than controls established for the purpose, it will be held under the rules of Grade I. These require that all cars be turned over to officials for a preliminary examination before the start of the contest, and that at each night control they shall be put under guard and no one allowed to touch the machines. It is also provided in the rules governing this grade that at the conclusion of the tour the machines shall again be turned over to the technical committee that they may have an opportunity to go over the cars and examine them for loose or broken parts and penalize them accordingly.

In addition to this, all machines will be put through a brake and clutch test, and penalization will be inflicted for failure to stop within a certain distance when running at the scheduled speed of the run, and also for failure to climb a 6-inch curb or to stall the motor.

The entries close at midnight on October 8.

New Taxi Rates in Boston

Police Commissioner O'Meara has announced the new taxicab rates for Boston, Mass., which go into effect September 20. He has been considering the petitions of the companies for more than two weeks. He simply took the requests and compromised, mostly about half way. The rates provide that for the first half mile or fraction thereof, where 30 cents was charged and the companies wanted 50, the rate is 40 cents. For each additional quarter mile 10 cents in all sections. In some parts of the city it was 10 cents for a sixth of a mile. The greatest allowance provides that for each person in excess of one 20 cents may be charged in addition to the total. That this will not prove very popular when it becomes generally known is certain, especially in hauls from the north to the south stations, particularly as the elevated road makes very good connections between them

with its shuttle trains. No change has been made in the time allowed for waiting. It is 10 cents for six minutes and the companies wanted it reduced to four.

The police commissioner has the sole authority to fix rates and there are no hearings for the public, this being one of the results of commission rule in Massachusetts. The city has no say in the matter, the commissioner being appointed by the Governor.

Mileage Run with Time Limit

The Automobile Club of Philadelphia will hold a fall run on September 17 and 18. Unlike the sealed time schedule run to Lake Hopatcong and return, the coming contest will have a known mileage and time limit each day. To reduce the probability of their being a large number of clean scores, secret controls will be established, at each one of which a checker with a flag will be stationed. The route has not yet been definitely decided upon, but there is a strong probability that an entirely new route through southern New Jersey will be selected, with Atlantic City as the overnight terminus.

Try Out Fire Extinguishers

Underwriters of motor boat insurance held a test of the effects of the various fire extinguishers on the market on burning gasoline off the float of the Buffalo, N. Y., Yacht Club on September 1. Although the test showed that some of the extinguishers held the fire in check, it also proved that none of the preparations was able to quench the gasoline which in each case had to burn itself out.

Eight manufacturers of fire extinguishers were represented at test and while the fires were extinguished in from 53 seconds to a minute and 40 seconds, in each case the gasoline was consumed before the patent preparation became effective.

"Jacob's Ladder" Road Celebration

Members of automobile clubs in Massachusetts and Connecticut are arranging for a big celebration to be held on September 24 to celebrate the formal opening of the new road into the Berkshires around "Jacob's Ladder." The movement was started by the Springfield Automobile Club and was given hearty support by other motoring bodies in the New England States.

Park Roads Are Re-surfaced

Park Commissioner Stover, of New York City, has had all the principal roadways in Central Park overhauled and resurfaced during the summer months. Part of the time during the progress of the work it was necessary to close the main entrance of the park, but, owing to the use of the gasoline-propelled road roller, this lasted but a few weeks. There is not a rut now in the main roadway leading into the park from the entrance at Fifth Avenue and 59th Street.

Park Commissioner M. J. Kennedy, of Brooklyn, has also been active. In describing the work on the roads in Brooklyn and Queens the Commissioner said, speaking of the ravages wrought by the elements:

"To bring this about in the most substantial and permanent manner, it was decided to re-surface most of the roads in the parks and on the parkways with gravel. Contracts were let for the delivery of road gravel and other material, and the repair work was promptly begun.

"The greater part of the main road on Eastern parkway has been resurfaced, as has also a portion of the west drive in Prospect Park. Ocean parkway has received attention along the same lines, and the work of resurfacing the speedway with loam was completed.

"The roadways in Forest Park, Dyker Beach Park, the Shore road, Bay parkway and Fort Hamilton Avenue received attention, some portions of the same being resurfaced, while others were temporarily repaired and put in decent condition.

"A contract was let for the delivery of 100,000 gallons of emulsified road oil for dust-laying purposes, and it is intended that the same will be applied in all the roads in our park system during the summer.

"The bicycle paths on Ocean parkway and the promenades on Eastern parkway were re-coated with limestone screenings."

Settees That Will Stay Set

It will be good news to motorists to learn that Park Commissioner Kennedy, of Brooklyn, has solved an annoying problem which recently was brought forcibly to his attention by the receipt of many complaints. It had to do with conditions on the Eastern Parkway, Brooklyn, one of the finest bits of roadway in Brooklyn, and over which most of the traffic to Coney Island passed.

It seems that a gang of hoodlums amused themselves by throwing the heavy settees that lined the roadway and which was used by many people along the way, into the roadway, seriously interfering with motor traffic, particularly at night, when the heavy benches could not be seen by chauffeurs in the semi-darkness of the parkway. The complaints became so numerous that Park Commissioner Kennedy had to adopt heroic methods.

Communication to the Mayor is stated in the following:

"In order to obviate this nuisance a design for a permanent settee was prepared, and a contract for the erection of two hundred (200) seats on Ocean and Eastern parkways was let. The settees are constructed of wrought iron, with heavy wooden slats, and are anchored in concrete. All these seats will be in place by September 1."

Get After Reckless Drivers

Following a complaint from Matthew H. Rogers, Secretary of State of Connecticut, that Massachusetts automobilists were constantly violating provisions of the Connecticut automobile law, Frank L. Bieler, secretary of the Massachusetts Highway Commission, wrote Colonel Rogers as follows:

In behalf of the commission, I beg to acknowledge the receipt of your letter of August 19 concerning the action which is being taken by the State authorities of Connecticut, with a view to eliminating the reckless operation of motor vehicles.

In reply to your letter, I would state that it is the practice of this commission to investigate automobile accidents and cases of reckless operation which are called to its attention, where the facts seem to warrant such action, and wherever it appears that an automobile has been improperly or recklessly operated, the commission suspends or revokes the license of the operator, and, in extreme cases, the registration of the motor vehicle.

If any evidence of carelessness, or recklessness on the part of the operators of Massachusetts automobiles comes to your attention, the commission will be glad to receive such information, and it will also be pleased to furnish your office with similar information concerning Connecticut machines.

During an exhibition flight at the State Fair at Sacramento, Cal., Charles K. Hamilton made two miles in the remarkably fast time of a minute and six seconds.

Aeronautical Records Up to July 1, 1910

According to the Federation Aeronautique Internationale, the following aeronautical records were made up to July 1, 1910:

Spherical Balloons

Altitude.—10,800 meters, M. Berson, July 31, 1901.

Distance.—1,925 kilometers, Count Henry de La Valux, October 9, 1900. From Vincennes (France) to Karostychew (Russia).

Duration.—73 hours, Colonel Schaeck, October 12, 13, 14, 1908, from Berlin.

Heavier Than Air Machines

Altitude.—1,269 meters, Louis Paulhan at Los Angeles, Cal., January 12, 1910.

Distance.—(Aviator alone) 234 kilometers, 212 meters, Henry Farman, Mourmelon le Grand, November 3, 1909. (With 1 passenger) 58 kilometers, Wilbur Wright, Camp d'Auvours, France, October 10, 1908.

Duration.—(Aviator alone) 4 hours, 17 minutes, 52 seconds, Henry Farman, Mourmelon le Grand, November 3, 1909. (With 1 passenger) 1 hour, 9 minutes, 45.3 seconds, Wilbur Wright, Camp d'Auvours, France, October 10, 1908.

Speed Records Established.—(Aviator alone) 1 kilometer, De Rue, Port-Aviation, traveled in 1 minute 15 seconds; 2 kilometers, Wilbur Wright, Auvours, traveled in 2 minutes 44 seconds; 5 kilometers, Jacques Balsan, Meeting d'Heliopolis (Egypt), traveled in 3 minutes 57 seconds; 10 kilometers, Louis Bleriot, Reims, traveled in 7 minutes 47 seconds; 20 kilometers, Curtiss, Reims, traveled in 15 minutes 50 seconds; 30 kilometers, Curtis, Reims, traveled in 23 minutes 29 seconds; 40 kilometers, Latham, Reims, traveled in 34 minutes 50 seconds; 50 kilometers, Latham, Reims, traveled in 43 minutes 56 seconds; 60 kilometers, Latham, Reims, traveled in 52 minutes 44 seconds; 70 kilometers, Latham, Reims, traveled in 1 hour 3 minutes; 80 kilometers, Latham, Reims, traveled

in 1 hour 11 minutes 26 seconds; 90 kilometers, Latham, Reims, traveled in 1 hour 19 minutes 56 seconds; 100 kilometers, Latham, Reims, traveled in 1 hour 28 minutes 17 seconds; 150 kilometers, Latham, Reims, traveled in 2 hours 13 minutes 9 seconds; 200 kilometers, Henry Farman, Mourmelon, traveled in 3 hours 42 minutes 34 seconds. (With 1 passenger) 10 kilometers, Henry Farman, Betheny-Aviation, traveled in 9 minutes 52 seconds. (With 2 passengers) 10 kilometers, Henry Farman, Betheny-Aviation, traveled in 10 minutes 39 seconds.

Greatest Distance Covered in a Set Time.—(Aviator alone) 12 kilometers 500 M., Tissandier, Pont-Long, $\frac{1}{4}$ hour; 27 kilometers 500 M., Tissandier, Pont-Long, $\frac{1}{2}$ hour; 55 kilometers, Tissandier, Pont-Long, 1 hour; 108 kilometers 930 M., Henry Farman, Mourmelon, 2 hours; 162 kilometers 276 M., Henry Farman, Mourmelon, 3 hours; 215 kilometers 622 M., Henry Farman, Mourmelon, 4 hours.

Dirigible Balloons

Speed.—(Distance approximately, 10 kilometers), traveled in 16 minutes 31 seconds in the "Colonel Renard" at Reims, 1909; (distance approximately, 20 kilometers), traveled in 31 minutes 58 seconds in the "Colonel Renard" at Reims, 1909; (distance approximately, 30 kilometers), traveled in 48 minutes 31 seconds in the "Colonel Renard" at Reims, 1909; (distance approximately, 40 kilometers), traveled in 1 hour 3 minutes 28 seconds; (distance approximately, 50 kilometers), traveled in 1 hour 19 minutes 49 seconds in the "Colonel Renard" at Reims, 1909.

Greatest Number of Kilometers Traveled in One Hour.—36 kilometers 236 M. in the "Colonel Renard" at Reims, 1909; 37 kilometers 530 M. in the "Colonel Renard" at Reims, 1909; 37 kilometers 808 M. in the "Colonel Renard" at Reims, 1909.

Sounding Balloons

29,040 meters, Observatory, Bruselles, Belgium, November 5, 1909.

Gave New York Motorists an Object Lesson

More than 12,000 motorists were stopped in New York City last week by representatives of the Secretary of State and questioned on their knowledge of the provisions of the Callan automobile law, which is scheduled to go into effect to-day, September 10, after being held up from August 1, the date first set for its becoming a law.

As a result of this campaign of education, more than 4,000 automobilists were found who had not complied with the law. They were cautioned, supplied with copies of the law and application blanks for the new registration. Then they were allowed to go. One of the

results of the campaign was to swamp the Albany office of the Secretary with applications for registration and for the examination of chauffeurs.

Y. M. F. A. Garage for Portland

Interest in automobiling in Portland, Ore., is reflected by the decision of the Y. M. C. A., of that city, to erect a garage for its automobile school. \$3,000 has been set aside for that purpose by the directors of the institution. During the last year 94 young men have registered in that department of the school.

These Tourists Camped Out

One of the most interesting tourists that ever made the trip across the continent is John Wright, of Los Angeles, and his two sons, who recently arrived in New York from Denver in a Chalmers-Detroit, 40 horsepower car, after a circuitous journey of approximately 3,000 miles.

Mr. Wright violated all precedents by camping out along the roadside when the weather was not too boisterous. Besides the regular equipment, a shovel and block and tackle, blankets and cooking outfit were carried. The block and tackle were not used, except as a guy for the temporary tent. During the day the tent was rigged up over the tonneau somewhat after the style of old prairie schooners.

The party left Denver on May 24 and covered the distance in easy stages, the longest day's run being 84 miles. Mr. Wright is now on his way to his father's home in England, and is planning at present to continue his run through Europe in the same car, which will be shipped abroad immediately.

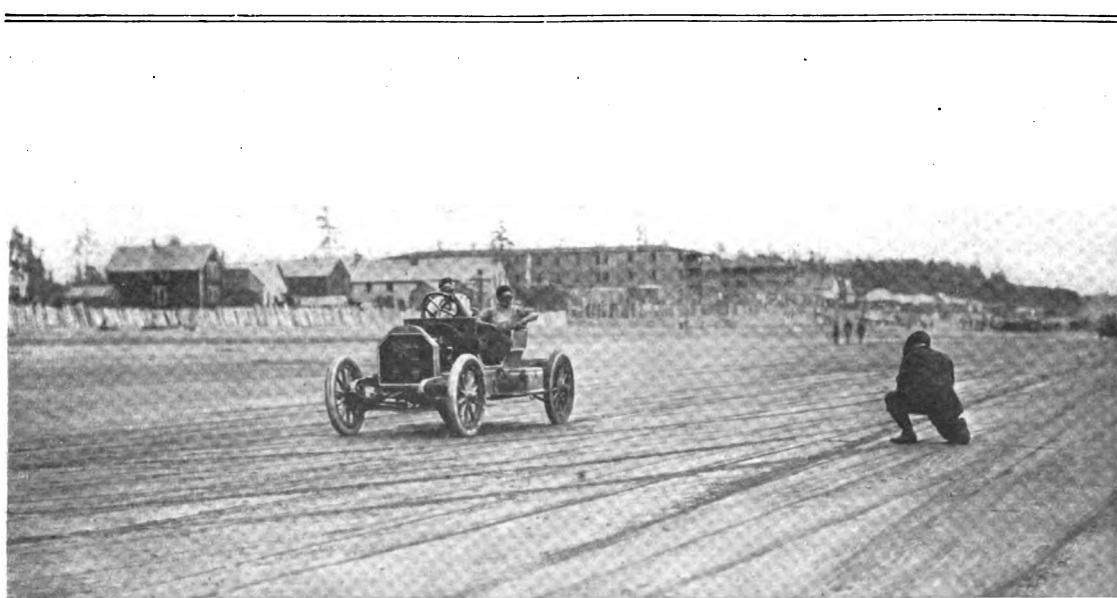
This unusual tour was planned with no thought of annihilating distance or running up a great number of miles; it has been simply a source of recreation to Mr. Wright and his two boys, Wallace, aged fourteen, and George, aged nine, both of whom have stood the trip splendidly, and are enthusiastic over the per-

formance of their car and the strange sights which they have seen.

The car, with its sun-tanned crew, has attracted a great deal of attention all along the route. The canvas top is covered with the names of towns and people that entertained the party and the outfit is altogether unique. According to Mr. Wright, the Westerners frequently commented upon the unusual sight of a prairie schooner going east—reversing the condition of pioneer days when migration was all in the other direction.

The first night out from Denver the party camped in sight of Pike's Peak, 7,500 feet above the sea level, and though it was late in May the heavy dew of the night was frozen stiff on the sides of the tent in the morning. Ascending the mountains, their journey carried them across the desert lands approaching Pueblo. The roads through this country are perfect boulevards of natural gravel. No such roads were found in any other part of the country traversed except in Illinois and Ohio, which States are famous for their splendid and unusually level highways.

Carl H. Page & Co. arranged to ship the car to England, where the journey will be continued and where Mr. Wright expects to give his father some idea of what a modern automobile can do.



STEPHENS WINNING FREE-FOR-ALL RACE OF THE SEATTLE A. C. IN A 30-60 HP. STEARNS

Want Federal Aid for Roads

One of the most important gatherings of the year in the interest of good highways in this country will be the third annual National Good Roads Convention to be held in St. Louis, Mo., September 28 to 30, at which there will be discussed the ways and means of providing the necessary funds for the general improvement of the country's roads.

The consensus of opinion seems to be that in the construction of the main travel highways, or trunk lines, the expense of such work should be borne in part, by Federal appropriations. Up to the present time, no Federal appropriations have been made for roads construction, although a bureau is maintained which furnishes advice and tests road materials. This bureau is under the direction of Logan Waller Page, at Washington, D. C., and has been of the greatest value in stimulating interest in the good roads movement throughout the Union.

George C. Diehl, chairman of the National Convention Committee, declares that one way to secure Federal appropriations for trunk lines is to appoint State Highway Commissioners in every State and to show by their work that any monies the Federal Government might donate would be wisely and usefully expended.

"The most satisfactory State highway laws," says Mr. Diehl, "have been those centralizing State highway commissions, which exercise control and authority over all highways; exclusive, of course, of cities and incorporated villages.

"In some instances it has been found advantageous to divide the roads into three classes, which may briefly be described as State, county and town highways.

"The State highways include all of the main trunk lines, connecting the different centers of population of the several counties. It is estimated that such trunk lines would comprise about 4 per cent. of the total mileage, and that these should be constructed solely at the expense of the State; or, under Federal government control, at the joint expense of the State and the Nation.

"The second class of highways, called county roads, should be those arteries of travel which comprise the main market roads of each county, which will form a properly divided

and connecting system of county highways, taking into consideration their value for the purpose of common traffic and travel. Such highways should be constructed at the joint expense of State and county and town to be based upon population and total valuation of the total mileage. It is estimated that such highways would comprise about 6 per cent. of the total mileage. Both of these classes of highways would, of necessity and by reason of the great amount of travel that they would be called upon to sustain, be of an expensive and durable type. The roads should be wide, with low grades, but properly surfaced with some durable dustless material.

"The remaining roads, constituting about 90 per cent. of the total, might be classed as town roads, and the expense of their repair and maintenance should be borne jointly by township and State, and all work should be under the control of the State Highway Commission.

"There is now expended throughout the United States about \$80,000,000 annually in repair and maintenance of dirt or lateral roads. Much of this money is wasted by reason of its being expended in temporary and unnecessary work. When such work is under the control of a State Highway Commission, the requirement could be made compulsory, and only one-fourth of this amount of money—which is amply sufficient—need be expended for temporary work, smoothing the road surface, and keeping the ditches free from obstruction. The balance of the fund could then be used in work of a permanent character, such as the construction of culverts, bridges, and sluices, reducing steep grades, and placing upon the roads—after being properly dragged, suitable road material.

The maintenance of all classes of roads should be systematically and carefully done, under what might be termed a patrol system, wherein a certain mileage of road is turned over to a patrolman who passes over it every day, or as often as may be necessary, and repairs all of the minor defects. On the macadam, or more expensive roads, patrolmen would probably be required every five or ten miles. On town roads, a patrolman could cover a much greater territory, which thoroughfares would require—especially the dirt

roads— proper dragging or “honing” after every rain. It is especially important that all of these patrolmen, whether town, county, or State, be retained year after year, is their knowledge of practical road work and their value to the community increases with the length of their service. In this way, throughout the country, we would soon have a body

of trained men, familiar with road materials and methods of operating under the skilled and experienced advice of State or Federal officials, with the result that our roads would, not only in extent but in superior quality, soon equal, and doubtless in times surpass, the famous roads or other older and more thickly populated lands.

Chairman Butler Discourses on Records

In view of the multifarious claims for records, many of which are made under conditions not approved by the American Automobile Association, Chairman S. M. Butler, of the Contest Board of the A. A. A., made a timely announcement on September 7 regarding the establishment of new marks up to five miles.

Chairman Butler calls attention to Rule 78 of the 1910 Contest Rules in regard to “Records,” which provides that the Contest Board shall pass upon all records and may decline to accept any claim which, in its opinion, would not promote the interests of the sport; that no claim for a record of one mile or under and up to five miles will be considered by the Contest Board unless the same is taken by an automatic electrical or mechanical timing device approved by the Board; that no record will be recognized unless claim for same is made within ten days of its accomplishment, unless the Contest Board consider that the circumstances warrant a delay, and that no claim for record will be considered unless the sworn statements of the Referee,

Chief Timer and Surveyor of the Track or course are presented to the Contest Board.

The announcement then goes on:

“It should be clearly understood that no performances of one mile or under and up to five miles *which are timed by stop watches only* will be accepted by the Contest Board or recognized as breaking existing records for such distances.

“It is a well recognized fact that in the timing of cars at high speeds the personal equation of the individual watch-holder is too variable a one to permit of the results so obtained being made the basis of award of speed supremacy when the dividing line between existing and new records is narrowed down to a few fifths of a second.

“The considerable publicity which has recently been given certain track speed performances timed by stop watches in the hands of individual timers is wholly without official recognition or acceptance.

“The official records for one-half mile up to five miles are as follows:

Straightaway Free-For-All Records, Regardless of Class

DISTANCE	TIME	DRIVER	CAR	PLACE	DATE
1 kilo.....	:17.04.....	Oldfield	Benz.....	Daytona.....	March 23, 1910
1 mile.....	:27.33.....	Oldfield	Benz.....	Daytona.....	March 16, 1910
2 miles.....	:55.87.....	Oldfield	Benz.....	Daytona.....	March 23, 1910
5 miles.....	2:34.....	Hemery	Darracq.....	Daytona.....	Jan. 24, 1906
(Standing Start)					
1 mile.....	:40.53.....	Oldfield	Benz.....	Daytona.....	March 16, 1910

Speedway Records, Regardless of Class

½ mile.....	:17.....	Oldfield	Benz.....	Cheyenne.....	May 11, 1910
1 kilo.....	:21.45.....	Oldfield	Benz.....	Indianapolis.....	May 30, 1910
1 mile.....	:35.63.....	Oldfield	Benz.....	Indianapolis.....	May 30, 1910
2 miles.....	1:15.96.....	Bragg	Fiat.....	Los Angeles.....	April 13, 1910
5 miles.....	3:15.62.....	De Palma	Fiat.....	Los Angeles.....	April 8, 1910

One Mile Circular Dirt Track Records

1 mile.....	:50.4-5.....	De Palma	Fiat.....	Minneapolis.....	Sept. 11, 1909
2 miles.....	1:46.2-5.....	Oldfield	Peerless.....	Los Angeles.....	Dec. 21, 1904
3 miles.....	2:39.....	De Palma	Fiat.....	Minneapolis.....	Sept. 11, 1909
4 miles.....	3:34.1-5.....	De Palma	Fiat.....	Minneapolis.....	Sept. 11, 1909
5 miles.....	4:24.1-5.....	Oldfield	Benz.....	Los Angeles.....	Jan. 9, 1910

Dixie II. Wins Great Lakes Title

The Dixie II., owned by Frederick K. Burnham, of New York, won the E. R. Thomas \$2,000 trophy and the Great Lakes championship on September 3, when she defeated five other starters in a race on the upper reaches of the Niagara River, opposite the Motor Boat club house on Motor Island. A heavy sea interfered with the racers and caused some of the boats to drop out. The Dixie II. was given a close race for five miles by the Cero and then a force pipe in the latter boat burst and disabled her. The summary:

Dixie II. (Burnham), time 1:05:13; La Truda (Vars), time 1:10:46; Courier (Conners), time 1:20. Cero (Deming), H. S. (Spillman) and Intruder (Burnham) disabled.

Says Too Much Oil is Used

New Jersey automobilists are complaining over the road conditions around Budd Lake, where the Morris County Board of Freeholders has had the macadam roads treated with oil. In speaking about the roads, a well-known motorist said:

The methods of oiling the roads is not only objectionable to pedestrians, but also to motorists. It is a well-known fact that automobilists, as well as the residents along the highways, are all anxious to solve the dust problem in the most feasible manner, but this is not accomplished by putting barrels of crude oil or tar compounds upon the highways in an extravagant manner, expecting

that this will lay the dust and make a fine roadway.

Many complaints have been received from automobilists who severely condemn this reckless, not to say dangerous, method of oiling the roads by some of the highway authorities. Leading road experts, as well as intelligent highway officials, all agree that the oil, when poured in an extravagant manner upon the roads, is actually injurious to the vehicles using the highways. This is true, not only of automobiles, but also of horse-drawn vehicles, as the oil being thrown upon the vehicles leaves unsightly stains unless speedily removed. Apart from this, too much oil makes the road dangerous to traffic, increasing the liability of skidding, and this practice of soaking the roads freely with oil has been abandoned by foremost engineers.

Motor Boat Race Dates

The motor boat championships of America will be decided on the Hudson River, opposite Riverside Drive, New York, on September 21, 22, 23 and 24. The events will be under the auspices of the Motor Boat Club of America which will have its headquarters on the house boat Najme. On September 21, the long distance races will be held, they including the run to Poughkeepsie for racing boats and the run to Peekskill for racing cruisers. The other days of the meet will be devoted to the series racing for the five championship cups. Entries for the meet will close on September 19 with Ira Hand, 29 West 39th Street, New York.



REO TRANSCONTINENTALISTS RECEIVING A PARTING HANDSHAKE

PREVENTIVES AND REMEDIES

Motor trouble, due to the accumulation of carbon in the combustion chambers and over the piston heads, is looked upon by the average autoist as a regular thing. Every time a motor shows a tendency to overheat, or when a back kick is too readily realized, the autoist runs for his can of carbon remover and makes haste to dump it into the motor's cylinders. The right time to apply a remedy is when the disease is such as to demand it. Physicians claim that a patient's system is fortified against poisonous nostrums only when the nostrums are indicated and the patient is really suffering from the malady that demands them. Take mercury, for instance; but a slight amount of this poisonous substance will prove fatal to a well man, whereas when this medicine is indicated the amount of it that the patient is able to absorb with impunity is remarkable. In the same way, carbon remover in a combustion chamber will be absorbed with impunity if there is carbon present, but if a cylinder is in good health, then the carbon remover, as a medicine, will be free to attack the cylinder, instead of doing useful work.

Occasionally the apparent location of a squeak is at some point which is provided with a compression grease cup, but the application of the usual lubricating means does not suppress the noise. In such a case it is well to make certain that the noise actually does occur at the suspected point, and then to remove the bearing or dismount the part, cleaning it thoroughly and giving it plenty of engine or transmission oil. It sometimes happens that the grease in the bottom of a compression cup becomes reduced to a dry cake, which refuses to go through the feeding duct until the latter had been cleared and a fresh supply of grease put in. Another cause of failure on the part of a lubricating device of this class is the use of dirty grease or the filling of the duct with a short splinter broken from the end of the paddle, with which the grease is ladled into it and unobserved in the process.

Even when there is no apparent necessity for it, it is always advisable to jack up each wheel of a car and see whether it has much play. Almost all wheels have a little on their bear-

ings, but it should never be allowed to become excessive, as it may easily develop into very great danger. Nowadays nearly all cars have ball bearings to all wheels, and these bearings, when new are practically without any play at all. After a period of use some slight looseness occurs, but they should run for many months on a well-built well-tended car without becoming noticeably looser. On the other hand, a ball or balls may break or a bearing cup or ring may fail. The car will still go on running without any noticeable diminution of its speed, but the bearing may be cutting itself all to pieces with the broken bits, and eventually the whole of the side strain of keeping on the wheel may be thrown upon the axle nut, which in a good many cars means to all intents and purposes upon the split pin which holds the axle nut. Therefore, the thing to do is to examine the wheels periodically, and if the play of a wheel upon its axle has increased materially since the last examination, the wheel should be taken off and the bearing carefully examined.

See that all bearings are properly adjusted. One loose bearing has a tendency to loosen others, causing knocks, loss of power and crystalization of the metal. More harm can be done to a motor by running it on loose bearings for a few days than would result from a year's ordinary use.

If the radiator is cold and the water jackets extremely hot, the water is not circulating, owing to a pump stoppage or an airlock. Overheating often causes preignition.

One of the most commonly neglected parts of the motor car, as far as lubrication is concerned, is the clutch operating mechanism. In the case of some multiple disc clutches, enclosed in oil-tight cases, the oiling of the thrust collar and the lever which operates it is automatic, but in many cone clutches, in fact, all that do not operate in an oil bath, the thrust collar or bearing and the operating lever require oiling by hand. The duty of these parts is very severe, they being almost constantly in use in throwing the clutch in and out, and lubrication of the ball thrust is demanded.

COMMERCIAL MOTOR VEHICLES

Overland Wins Mail Test

An Overland car, driven by Harry Greenwood, won the United States mail efficiency test conducted last week by the Postoffice authorities at Philadelphia, Pa., and the Quaker City Motor Club. The time made by the Overland was an hour and 35 minutes; two minutes were deducted from this owing to an extra stop in Bucks County off the route. This deduction brought the official time of the winner down to an hour and 33 minutes.

From Monday to Saturday, inclusive, motor cars made the first delivery of mail to Torresdale and Bustleton. The purpose of the run was to demonstrate that mail could be carried much more rapidly, cheaply and reliably by automobile than by horse and buggy. Interest was added by the offer of a trophy to the car which covered the route in the shortest time. In the Torresdale route 19.2 miles were covered and 102 stops were made, and the Bustleton route embraced 18.2 miles with 79 stops. Following is the score:

August 29—Bergdoll ("30" (Vaughan), Torresdale, time 1:53; Maxwell (Smith), Bustleton, 2:07. Five minutes off, blocked at railroad crossing.

August 30—Hudson (F. Yerger), Torresdale, 1:41; Oakland (McGee), Bustleton, 2:04.

August 31—Overland (Greenwood), Torresdale, 1:35, (two minutes off, extra stop in Bucks County, off route); Kline Kar (Morton), Bustleton, 1:35.

September 1—Kline Kar (Morton), Torresdale, 1:52; Pullman (Bitner), Bustleton, 1:40.

September 2—Reo (I. Yerger, Torresdale, 9:27; Parry (McCullough), Bustleton, failed to report for run; Mitchell (Bishop), 1:38, (four minutes off, extra stop in Bucks County, off route); Haynes (La Roche), Bustleton, 1:38.

Lenox Receives Motor Fire Truck

The American La France combination automobile fire truck and chemical wagon for the fire department of Lenox, Mass., was delivered to the officials of that city on August 28. It will be used for city and suburban work and is stationed in a district where the calls are the heaviest. The truck is equipped with a 60 hp. gasoline engine and is capable of making 60 miles an hour. The engine has a 130-inch wheel base, a 62-inch tread in front and 70-inch tread in the rear and can turn around in a 40-foot circle. It weighs 5,310 pounds. It is equipped for fire purposes with

a 40-gallon chemical tank, 200 feet of chemical hose, 1,000 feet of 2½-inch rubber hydrant hose, ladders, axes, crowbars, lanterns, wrenches and hand extinguishers. It has a capacity for from 6 to 10 men. The car cost the town \$4,300 and the hand-drawn chemical engine which the town used.

Rapid Sight-seeing Cars for Manila

The Rapid Motor Vehicle Company, of Pontiac, Mich., closed a contract this week with E. M. Bachrach, of Manila, Philippine Islands, for \$72,000 worth of sight seeing and freight cars. The cars will be used for carrying passengers, mail and express to the top of the Benguet plateau, an elevation of 6,000 feet. This is a military post where the government headquarters are located in the summer. Last March a Rapid commercial car was pressed into service and demonstrated its ability to negotiate the rough roads to such an extent that it was decided to purchase more.

Buick Fire Telegraph Truck

A Buick truck has been purchased by the Board of Public Safety of Indianapolis, Ind., through the sales branch of the Buick Motor Company. It is for the use of the fire alarm telegraph system of the fire department.

66 Electrics for New York Concern

The Studebaker Automobile Company, of South Bend, Ind., completed, last week, one of the largest orders of its kind ever taken, that of furnishing the Gimbel Company in New York with 66 electric delivery wagons. The order was placed a few months ago, and the last train load of wagons has left.

Wants Cars to Collect Cleveland Mail

R. G. Floyd, postmaster of Cleveland, O., is advertising for bids for four motor cars to collect the mail in that city. The cars will be placed in commission on October 1 and will be used until June 30, 1911. If this trial shows that they do the work in a satisfactory manner, they will be purchased or hired by the government and the horse-drawn vehicles now in use will be permanently retired. The specifications are that the cars must be capable of

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Saturday and Labor Day

200 Mile Heavy Car Contest

September 5th

FIRST—National, Aitken, Michelins **"As Usual"**

Second—National, Livingstone, Michelins **"As Usual"**

Third—McFarlan, Barndollar, Michelins **"As Usual"**

100 Mile Remy Trophy Contest

FIRST—National, Wilcox, Michelins **"As Usual"**

Second—National, Merz, Michelins **"As Usual"**

Third—Speedwell, Clemens, Michelins **"As Usual"**

Of the Ten Contests Saturday, Michelins Won Eight

Of the Nine Contests Labor Day, Michelins Won Eight

MICHELIN

MILLTOWN, NEW JERSEY

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PITTSBURG TO DETROIT

From Pittsburg to Toledo, and then on to Detroit, is the route covered by this week's tour. The details follow:

From Fifth Avenue and Smithfield Street straight northward on Fifth Avenue. Turn right on Market Street and jog left across Liberty Avenue into Sixth Avenue. Over bridge into Federal Street and turn left into Stockton Avenue. Left on Ridge Avenue and right into Fulton Street. Turn left into Western Avenue. Turn right into Chartier Street. Over R. R. and left into California Avenue. Follow trolley through suburbs along east side of Ohio River and turn left with trolley after crossing five viaducts. At next right, turn into the Beaver Road. At fork take left-hand road and direct into Beaver Street of **Sewickley** (13.6 miles).

Follow Beaver Road into Merchant Street of Ambridge. Direct through town and follow trolley to Economy. Turn right on 14th Street and continue to end of road, where turn left. Meet trolley and bear left with same over high viaduct. Direct through Freedom and at end of road, Rochester, turn right, and at next square left into Brighton Avenue. Turn right into Delaware Avenue, along east side of the Beaver River. Turn left under R. R. and follow trolley into **New Brighton** (30.6 miles).

Turn left over bridge and under R. R. into Seventh Avenue. Turn left on 17th Street and next right into Eighth Avenue. Turn left on 24th Street. Left under R. R. and at end of road turn right. Bear left with main road. Turn next left and next right into **Darlington, Pa.** (40.3 miles).

Turn left at 4-corners. At fork keep right and straight ahead on main road through Unity, Ohio. Turn right at sign "Columbiana," and direct through cross-roads. At end of road jog right and immediately left. Straight ahead into E. Park Avenue of Columbiana. Turn right on N. Main Street and left into the Salem Road. Continue straight ahead across R. R. at Washingtonville. At iron watering trough in road jog right and immediately left. Turn left across iron bridge, taking left fork. Follow trolleys to **Salem** (65.9 miles).

Continue through town on Main Street, following trolley to Damascus. Follow road until same becomes State Street, which follow to edge of

Alliance (79.4 miles).

Continue on State Street, and at fork beyond iron bridge curve left up grade. At prominent 4-corners turn left and straight through Harrisburg. At cross-roads turn left to center of Louisville. Turn right for a square. Direct ahead, same road becoming Lake Street. Follow trolley to Mahoning Street. Left with trolleys to 4-corners, where curve right, still on Mahoning Street, to the end of street, where turn right to Market Street, to Court House, center of **Canton, Ohio** (97.8 miles).

Turn west on Tuscarawas Street; straight ahead on E. Main Street. Through center

of Massillon. Straight ahead on Main Street. At fork, right on Wooster Street; follow trolleys through Brookfield, Greenville and Dalton. Direct through 4-corners. At fork, bear right. Through E. Union. At foot of downgrade bear right across bridge. Right-hand road. Over R. R. and left at station. Straight ahead on Liberty Street of **Wooster** (127.9 miles).

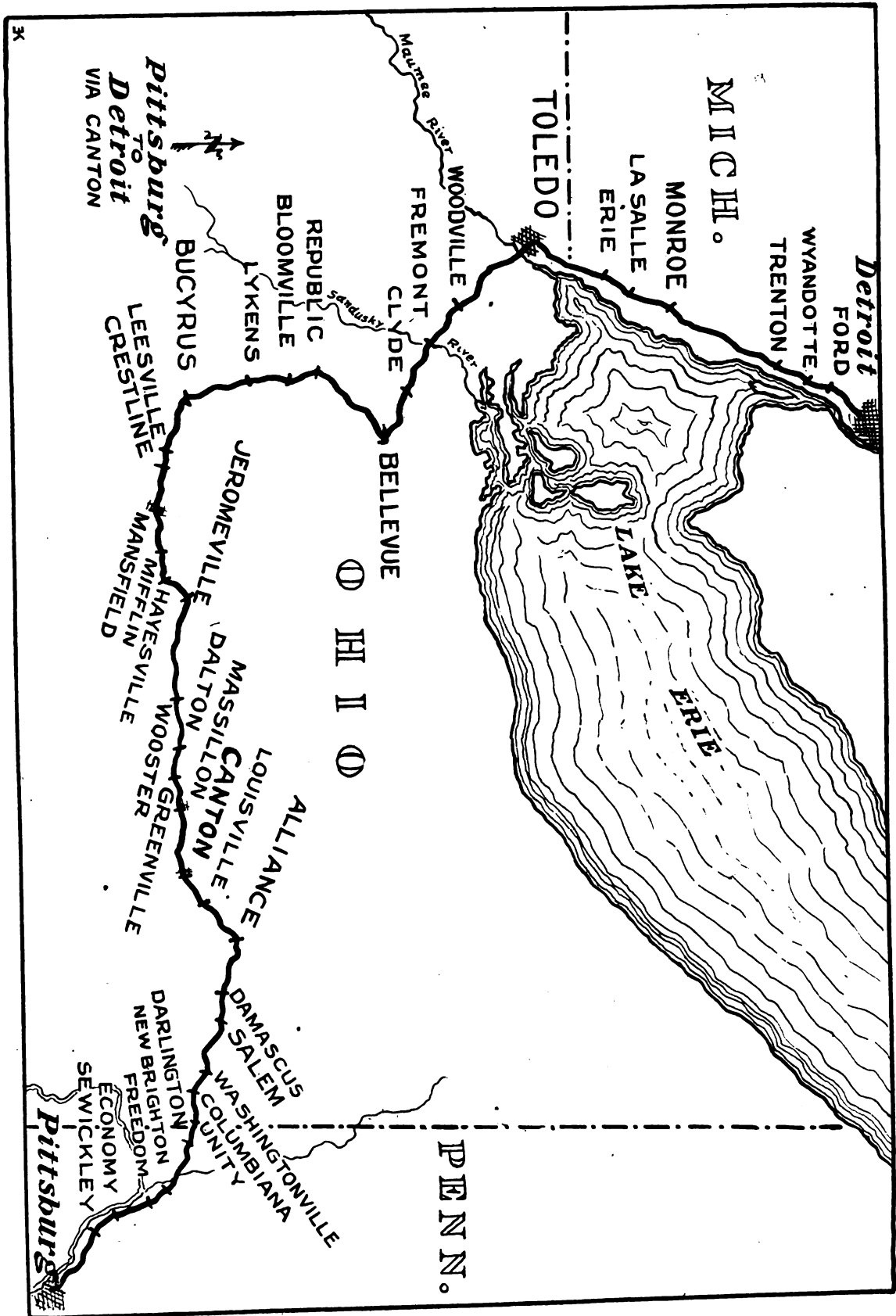
Straight on Liberty Street. At 4-corners turn left and direct through Jeromeville, Haynesville, Mifflin. At fork, right on direct road. Straight ahead into Park Avenue of Mansfield. Jog right and left one-quarter way around park and right onto Main Street. Turn left on Fourth Street. Bear right with trolleys. Continue on direct road through 5-corners, and at end of road turn left. Right across R. R. and immediately left. Follow macadam through Crestline, Leesville, to the center of **Bucyrus** (185.2 miles).

From Public Square continue on straight road, cross R. R. and turn left first street beyond iron bridge. At first road turn right and at end of same road turn left to 4-corners; turn right, crossing bridge. Left and right through 4-corners at Brokensward; cross R. R. at Lykens. End of road left, and immediately right through 4-corners. Through Bloomville. Turn right at cross-roads east of Republic. Straight ahead on road becoming Kilbourne Street, which follow to Main Street, center of **Bellevue** (221.8 miles).

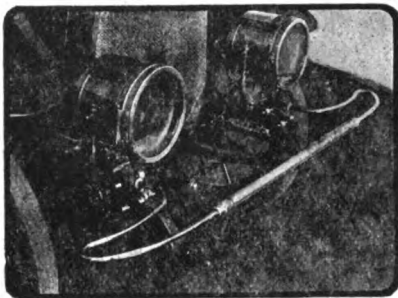
Left on Main Street and then straight ahead for nearly 30 miles, passing through the following cities and villages: Clyde, Sandusky Junction, Fremont and Woodville. At prominent cross-road, about four miles out of Woodville, turn right, jogging right and immediately left through 4-corners. At cross-road, meeting trolley, turn left and follow direct road. East Broadway, bear right with trolley; turn left to the end of Oswald Street, and then turn left on Front Street. Right on Cherry Street; left on Summit Street, and left with trolley, bearing right onto St. Clair Street of **Toledo** (259.6 miles).

From Madison and St. Clair Streets go west on Madison Street to Woodruff Avenue, where turn left and next right on Collingwood Avenue. Right bend into Detroit Avenue. Straight ahead to fork, where bear left across R. R. Meeting trolleys, follow same through Erie and La Salle to **Monroe** (280.7 miles).

Jog right and immediately left with trolleys. Over bridge and turn right. Just before next R. R. turn left and keep right with poles at fork. Straight through Oldport. At 4-corners turn right to trolleys, turning left with same through Trenton and then through Wyandotte and Ford City. Direct to Military Avenue, where turn left to Fort Street, to Soldiers' Monument, center of **Detroit** (318.8 miles).



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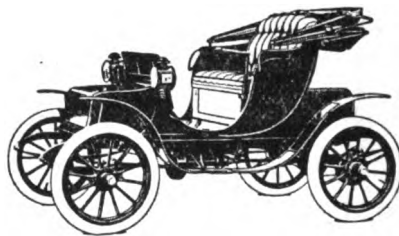
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Every Baker Electric embodies the cumulative results of twelve years of *experience*, dating from the time the first Baker Electric was built in the first electric motor car factory in America.

The *ability* of the Baker Motor Vehicle Company is the combined ability of all the best men in the electric motor car business. They find here the greatest opportunity and the greatest reward for intelligent and painstaking work.

Back of the resources and equipment of the Baker Motor Vehicle Company is a policy of *progressiveness* which animates the entire organization. Nothing is good enough, nothing is Baker Quality, if it is possible to make it better.

These are the reasons for Baker Supremacy, as exemplified in the Bevel Gear Shaft Drive, non-sparking motor, continuous torque controller, cushioned steering connections, and patented easy-riding spring suspension of the latest models. The details are in the Baker catalogue, a copy of which will be sent free to your address on request. Write for it.

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making at least 15 miles an hour, that they must be properly equipped for mail collection and that they be capable of carrying at least 500 pounds. The bids must also cover the furnishing cost of chauffeurs to operate the cars.

Rapids Sell Well in Detroit

So far this year the Rapid Motor Vehicle Company has sold 50 trucks and delivery jobs in Detroit, Mich. Last year, ten of the Rapid vehicles were sold in that city. The increase is material and it is believed that 100 will be sold next year. The Rapid has just moved into its new home on Woodward Avenue and has found it too small, so some scouting is being done for another site where a stock of cars can be kept.

In all, the various power wagon companies have sold between 200 and 250 trucks and delivery wagons in Detroit this year. The business is in a healthful condition, but there are reasons why Detroit is a hard place in which to establish trucks. In the first place, the freight yards at two or three of the railway stations are in a terrible condition and it is killing horses to drag the heavy loads out and in, some of the trucking companies even refusing to do the work. The attention of the railroad companies is being called to the state of affairs.

It is a rule among contractors that dealers in builders' supplies must deposit the lumber, plaster, sand and other material on the lot where it is to be used. In the case of the private dwelling there is no road and the horses have to haul the loads over the fields. The rule in New York and elsewhere is that material must be left at the curb and there is a movement on foot to make the change in Detroit. If this is done, one firm that deals in cement, sand, etc., and now works 120 horses, will immediately install a motor truck service for economy and efficiency.

Big lumber trucks are now being made which will have a roller on each end. When they reach the destination of the load, the driver cranks the roller and as the load gets to the balancing point he goes back and starts his motor. Then by quickly applying the power the truck scoots out and will have unloaded the lumber in about three minutes. Lumber dealers are greatly interested in this time-saving device.

Boston Wants 2 Motor Chemicals

Fire Commissioner Carroll, of Boston, Mass. has sent an estimate to Mayor Fitzgerald of the needs of the Fire Department, and in his statement he has included two auto chemicals at a cost of \$11,000. He says the city needs a flying squadron of motor cars to protect the outlying districts, and he proposes to establish one eventually at Grove Hall where they can protect the many wooden apartment houses. It is expected that the city council will approve of the estimate and the first steps toward the establishment of the squadron will be taken.

New Rapid Plant in Operation

The starting of the big power plant at the Rapid factory in Pontiac, Mich., is one of the last steps in the completion of this great institution. The power plant alone cost a quarter of a million dollars and now the Rapid people are in a position to take care of their growing business. It was intended to build 3,000 trucks this year, but owing to the delay in building operations the output by November 1 will only have reached 1,500. However, there is no question about 1911, for 3,000 will be built. When the plant is not more than 50 orders behind, the management considers itself lucky, but with the installation of all of the machinery there will be no further delays.

It is currently rumored, and from an authoritative source, that the selling end of the Rapid and Reliance plants, the latter being at Owosso, will be under one head in the future.

Studebaker Machine for Racine

By a unanimous vote, the Common Council at Racine, Wis., adopted the joint report of the committees on finance and fire, water and police to purchase a combination motor ambulance and patrol for the police department. The sum of \$3,950 was appropriated for the purpose and a resolution was adopted authorizing the mayor and city clerk to enter into contract with the Studebaker Manufacturing Company for the machine.

The Meiselbach Manufacturing Company, manufacturers of commercial cars, South Milwaukee, Wis., has filed an amendment to its articles of incorporation, changing its name to the Crown Commercial Car Company.

INDUSTRIAL AND TRADE NEWS

All "Automobile Row" turned out on Thursday night, September 1, to attend the "send-off" dinner given by the Motor Racing Association to E. H. Broadwell at Churchill's restaurant. Mr. Broadwell, who was formerly vice-president of the Fisk Rubber Company, was recently appointed second vice-president of the Hudson Motor Car Company, of Detroit, Mich., and the banquet was in the nature of a farewell dinner for "Ned," as Mr. Broadwell is known to almost everyone in the automobile industry, will in the future make his headquarters at Detroit instead of New York.

The dinner was one of the biggest ever tendered to anyone in the local automobile trade and showed that Mr. Broadwell is one of the most popular men in the automobile industry. A number of speeches, in which the good fellowship and the business ability of the guest of honor were expounded, were made by men prominent in the local trade. President Wyckoff, of the M. R. A., presided and at the conclusion of his introductory speech handed Mr. Broadwell an elegant diamond and ruby ring as a farewell souvenir from his New York friends. Speeches replete with praise and best wishes were made by E. R. Hollander, A. G. Batchelder, former Senator Slater, John C. Wetmore, Alfred Reeves and E. R. Rockwell. "Tim" Moore provided a vaudeville entertainment during and following the dinner.

Among those present were A. B. Corder, J. C. Nichols, L. H. Perlman, John C. Wetmore, William W. Burke, Marcus Allen, Chas. Measure, A. J. Interrieden, Wilbur Hobbs, L. D. Rockwell, Tom Wetsell, Seneca Lewis, Emerson Brooks, George C. John, T. Francis Moore, H. M. Swetland, A. D. Corwin, Ben Eichberg, E. R. Hollander, Senator Slater, H. J. Woodward, R. A. Field, W. A. Lesser, Harry Pyke, Gaston Plaintiff, S. J. Wise, C. R. Teabolt, W. B. Hurlburt, Wally Owen, Fred J. Titus, J. A. Jones, R. H. Johnston, Ed Lozier, Alfred Reeves, I. Uppercu, Carl Page, W. H. Yule, H. C. Miller, E. Lascakis, L. Mansuy, Charles Bowers, T. C. P. Forbes, Jr., Jack Hiscock, C. J. Dieges, E. E. Schwartzkopf, N. Lazarnick and R. G. Kelsey.

The office of vice-president of the Fisk

Rubber Co., left vacant by the resignation of E. H. Broadwell, who becomes vice-president and general manager of the Hudson Motor Car Company, has been filled by the appointment of J. B. Cothran.

Mr. Cothran is well known in the tire trade, having been affiliated with the Diamond and Goodrich Rubber Companies.

Richard T. Newton, well-known along Automobile Row, former manager of the Atlantic Motor Car Company, is to be the New Jersey Stoddard-Dayton representative, commencing in October.

The local agency for Lion cars, made by the Lion Motor Car Company, of Adrian, Mich., has been secured by Everett S. Hilton and W. H. Bowers.

Commercial motor vehicles received another advocate when Fred E. Lee, a veteran local salesman long connected with the Homan & Schultz Company, joined the sales force of the Chase Motor Truck Company at 1876 Broadway.

After visiting the trade centers in the West, and personally investigating conditions in that section, C. C. Boynton, of A. R. Mosler & Co., is convinced that there is no ground for pessimism. While he found some automobile manufacturers had a few more cars on hand than they had anticipated carrying over, still the general outlook was most encouraging and the manufacturers claimed they were receiving cash deposits for future shipments.

In the case of the large or expensive car, practically every manufacturer cleaned up his 1910 stock and have none of last year's models on hand. It is only in the medium-priced or small cars that the manufacturers have produced a few more cars than the market could absorb. One manufacturer, who made 4,200 cars in 1910, has less than 100 cars in his shipping room, with shipping instructions for 300 to be delivered in September. Mr. Boynton found one firm, which was in a receiver's hands a few years ago, in the most prosperous condition; had marketed all its output and operated without borrowing a dollar.

In talking with bankers, contrary to the general belief, Mr. Boynton found that very few mortgages had been entered into for the purpose of purchasing automobiles.

Thoughtful consideration of the performance of J. M. Rutherford's Stearns car in the recent 24-hour race, in which a new world's record of 1,253 miles was established, brings out some important and interesting facts and figures. Its average mileage throughout the entire race was 52 1-5 miles per hour. It has been figured out that this is faster than the time made by the 20th Century Limited over a roadbed with few curves, while the Stearns car negotiated 2,506 curves during the race, with a greater number of stops than the fast train mentioned.

Consistent running was a feature of the car. Only two out of the 24 hours showed a less number of miles than 50. For three consecutive hours—8th, 9th and 10th—the car made exactly 53 miles in each hour. Before the end of the 23d hour, the former 24-hour record had been eclipsed.

A safety bumper of novel and ingenious design is being put out by the Accessories Manufacturing Company, 1926 Broadway. The bumper clamps rigidly to the car frame with a patent fastener and no holes are drilled in the frame, neither are the eye bolts or oiling mechanism removed from the front spring. The bumper is adjustable to any car frame and may be put on with a monkey wrench. Its position is high enough up on the car to protect the lamps.

Two of the winning cars in the Munsey historic tour were fitted with Ajax tires, two of the cars taking second place were also equipped with Ajax tires and the photographers' and the pathfinders' car likewise rode on air held within Ajax tires. Of the 24 tires, 13 made the entire trip without having any attention bestowed on them, one of the tires having been more than 1,300 miles without a puncture. Of the others, one made 1,300 miles, three made 900 miles each and the remainder made good records for their makers, the Ajax-Grieb Rubber Company, of New York.

Buffalo

Under the caption "Little Things Done Right on the Thomas Flyer—Also Some Qual-

ity That Cannot Be Seen," the engineering department of the E. R. Thomas Motor Company, of Buffalo, N. Y., is sending out a booklet in which some interesting mechanical information is given. Although the pamphlet is edited by the engineers, it is couched in everyday language, and even a man who knows nothing of automobiles can readily comprehend the devices described.

Howard B. Smith, president of the Empire Sales Company, has been elected president of the Overland-Buffalo Company, which will handle Overland cars in Erie, Niagara, Orleans, Genesee, Wyoming, Allegany, Chautauqua and Cattaraugus counties. Mr. Smith is well known in western New York, having been connected for many years with the bicycle, tire and automobile trade.

The new company is located at 918-20 Main Street and will handle the Overland cars and parts exclusively. It has 13 different models on the floor of its garage.

Theodore Roosevelt, former President and Colonel of Rough Riders, long eyed automobiles askance, but when he returned from his African trip he used a car belonging to the *Outlook*. Then last month he purchased a Haynes touring car and fitted it with Diamond tires. This car and its tires pleased him so much that he has ordered a 30 hp. Haynes touring car and has directed that it be equipped with Diamond tires.

E. O. Van Houten, Jr., secretary to the late Mrs. Louis Schollkopf, of Buffalo, has joined the city sales force of the E. R. Thomas Motor Company. He is a graduate of the engineering department of the Pennsylvania Military Academy, and has done special work for the Conneaut and Erie Traction Company and the Ontario Power Company. He has toured Europe in an automobile and is well acquainted with foreign cars.

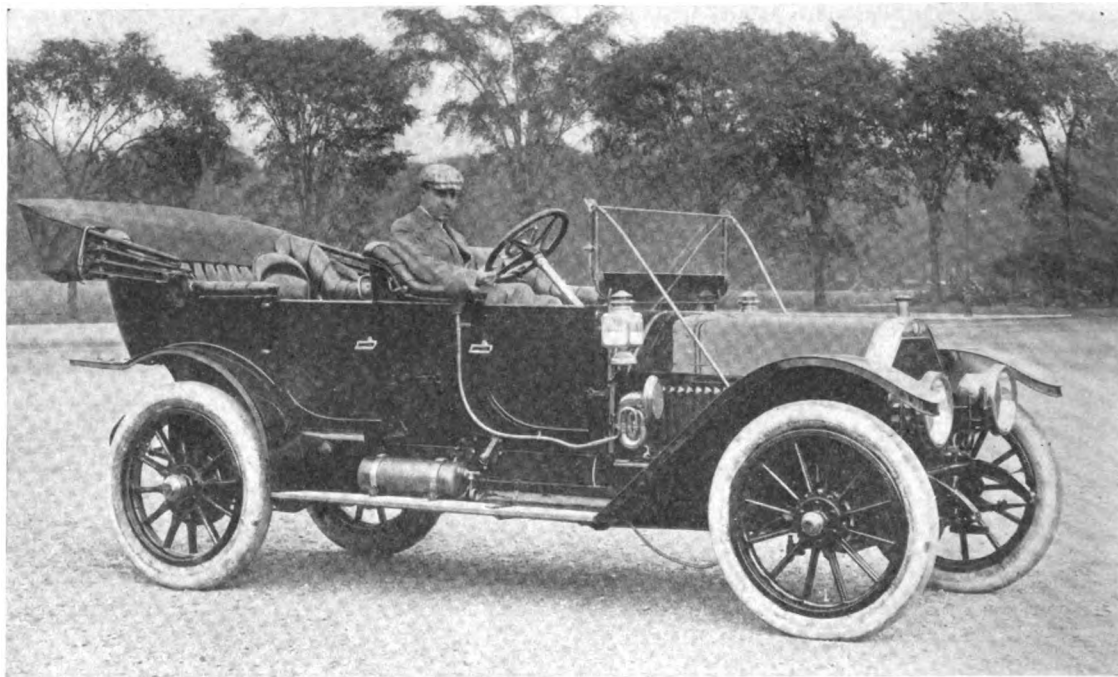
The E. R. Thomas Motor Company were the first to adopt the combination of the long stroke and extra large valves, and their contention has stood the test of time. The accompanying illustration shows a car of this type—the 1911 Thomas, fore-door, 6-cylinder, 40 hp. machine, with E. L. Thomas, general manager, at the wheel.

This machine is in its second year and with

but few minor alterations in its essential features. The motor, with its long stroke and extra large valves, demonstrated its value by the increased flexibility, steadiness and smoothness with which it ran.

most minute detail. The dies are used to shape the sheet metal panels which constitute the body of the car.

The K-r-i-t Motor Sales Company has been



E. L. THOMAS IN 1911 6-CYL. 40 HP. THOMAS

Engineers claim that six cylinders, coupled with large valves, is the greatest improvement since the change from two to four cylinders, as it gives more power at low and high motor speeds and delivers its maximum power with less effort and fewer revolutions.

MICHIGAN

Detroit

The graceful and substantial lines of the Cadillac car are not the result of the rule of the thumb and no guess work is in them. Cadillac bodies are first modeled in wax. A rough framework is placed on the chassis and the sculptor goes to work with his brown wax. Guided by the blue prints he builds the body. Then the officers of the company gather about the finished job. A line is changed here and there, a curve is strengthened and a swell is softened or emphasized, sometimes the contour of a whole side is changed. When the design is approved, plaster casts are made and from these are made the steel dies, faithful to the

formed to handle the 1911 cars. Thomas C. Harris is proprietor. The K-r-i-t line for 1911 is a refinement of the 1910 car, also there will be a four-passenger surrey and probably a coupe. At a meeting of the K-r-i-t Company, W. L. Piggins was elected president. Two more stories will be added to the factory on Leib Street.

Edward N. Stimpson, of Detroit, has been appointed district manager for the Dakotas, Iowa and Nebraska for the H. H. Franklin Manufacturing Company, and will have headquarters at Omaha.

The Oakland Sales Company has been organized and is operating at 742 and 744 Woodward Avenue. J. A. Chene and A. L. Veckendorf will be in charge of the sales.

Louis Chevrolet came to town the other day in his new Marquette-Buick, which he is tuning for the Long Island race on October 15. Chevrolet believes that the best way to find

out the strong points and faults of a car is to give it some hard use, so he started in to drive from Detroit to Minneapolis, where he is scheduled to race today. The motor is 60 hp., although Chevrolet says it will develop 100, and the car has a 594 cubic inch piston displacement. Arthur Chevrolet and Bob Burman will drive the same kind of cars in the eastern races and it is expected that they will show a speed of 120 miles an hour. Chevrolet was met out on the Pontiac road by a number of Detroit people and he gave them a ride in which he hit up 65 miles an hour. Burman and Chevrolet are working out a code of signals to be used in the races in which they drive, so that one can inform the other just what is going on during the races. They believe this will be of great service and hope to establish a universal code which will be of benefit to all race drivers.

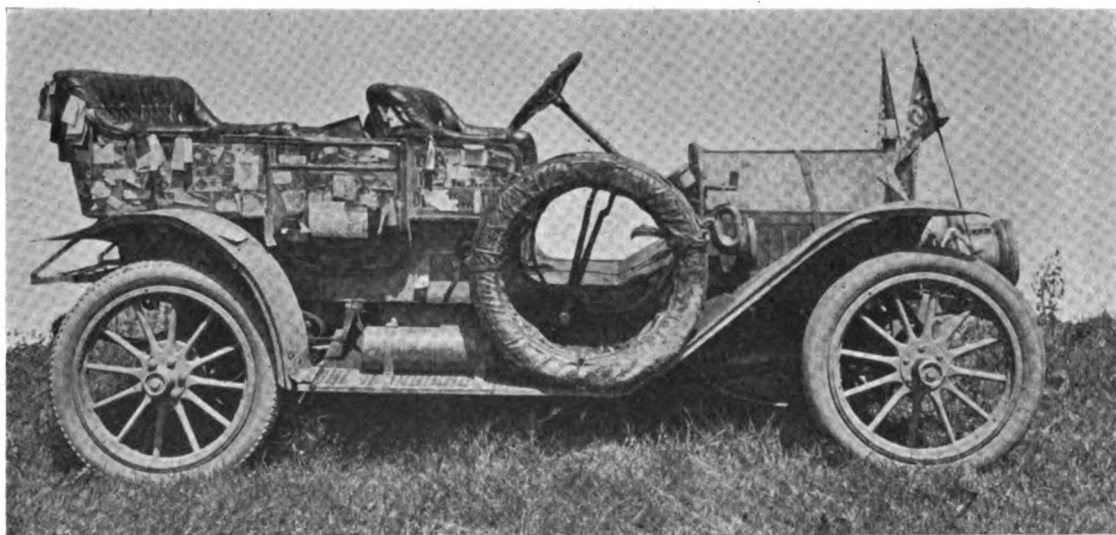
The Regal "Plugger" is soon to make another long trip. This time it is to traverse the roads of the South, the tour being about 5,000 miles and under the management of the

being shown in Detroit. With this car the user may have a standard touring car and in ten minutes a regulation torpedo.

Ralph K. Mulford was given an enthusiastic reception when he reached Detroit after winning the Elgin cup race.

Harry Postal, secretary of the Lion Motor Sales Company, has returned from a trip through the State, during which he made a number of agency contracts. R. E. Nicholas, of Dallas, has made a contract for the Lion car in that territory.

William E. Metzgar has his car to the ground most of the time. By appointment he met a party of Chicagoans at Cheyenne. Among them were George Ade, John T. McCutcheon, Norman Hapgood, Forrest Crissey, H. W. Parker and Joe Ryan, all clever, and they had a special car attached to the train on which Colonel Roosevelt was dashing through the wild and woolley country. For three days Mr. Metzgar was in company with the man



THE REGAL "PLUGGER"

Southern Regal Company, of Atlanta, Ga. The tour will be largely in the interest of good roads and will be through Virginia, the Carolinas, Georgia, Florida, Alabama, Mississippi, Arkansas and part of Tennessee.

The convertible torpedo is one of the new things in the 1911 line of Jackson cars, now

from Africa and everybody grew quite friendly.

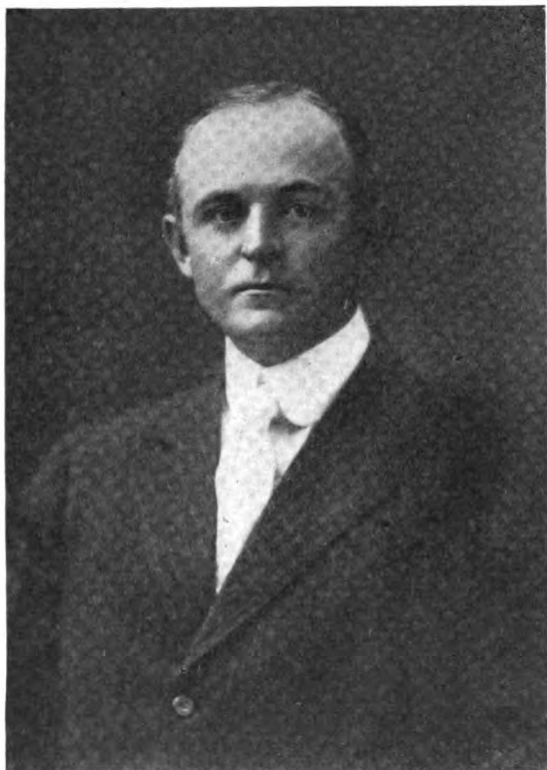
"Anything you would like to have, Bill?" asked Joe Ryan, as they were breakfasting one morning.

"Yes," replied Mr. Metzgar. "I would like to engage Colonel Roosevelt to sell the Everitt cars. I know he would make good."

"I am sorry that I am too busy to accept," replied the ex-President.

Mr. Metzgar says that conditions in the West are excellent. The wolf cry sent out by the bankers is reacting and it looks as though the market will be better than ever for the season of 1911.

George D. Wilcox, of Syracuse, N. Y., has been placed at the head of the sales department of the Regal Motor Car Company. Mr.



GEORGE D. WILCOX

Wilcox is a graduate of the old bicycle days. He will be best remembered as the man who drove the Regal "Plugger" across the continent in 1909.

The Ford Motor Company of Canada, Ltd., celebrated its sixth anniversary by sending to the stockholders a cash dividend of 100 per cent. on their stock. Last year the dividend was 25 per cent. There are 50 stockholders, and while nearly all of them are Canadians the control is held by Henry Ford, James Couzens and G. M. McGregor. The Canadian company has sold its entire 1910 output of 1,200 cars made at the Walkerville factory.

An addition costing \$50,000 is being built and while the profit this year is great the officers do not forget to remind others that it is the result of six years of hard work and not an overnight stroke of luck. About ten per cent. of the output goes to Australia, and New Zealand, South Africa, India and other British provinces come in for a share, Canada, of course, retaining most of the cars. All consignments for England are shipped from the Detroit factory.

Alpena worked a good scheme to secure the Alpena Motor Car Company. A tract of land in the city was bought and platted and 200 business men and others took lots at \$250 apiece, the \$50,000 being the nucleus of the company, which is capitalized at \$450,000. It is announced that the 1911 output is sold.

The Oakland company has two cars in the Buffalo reliability run this week and has entered a like number in the climb near Chicago on September 16.

The Faulkner-Blanchard "Gunboat Six," as a new car will be called, will have $33\frac{3}{4}$ hp., 121-inch wheel base and sell for \$2,500. The company has not decided where to locate the factory.

The Bailey Motor Truck Company, of Detroit, Mich., has changed its name to the Federal Motor Truck Company. M. L. Pulcher, formerly secretary-treasurer of the Oakland Company, is general manager. The Federal will be a truck of medium capacity.

The Ohio Regal Auto Company has been incorporated here, the stockholders being the officers in the Regal Company and Frank L. Pierce, of Cleveland.

Whether the Reo factory will be added to Detroit's manufacturing colony is a question. Recently R. E. Olds bought 101 feet in the aristocratic section of Jefferson Avenue, paying a record price of \$544 a foot for it. The property is just west of Owen Park and extends 650 feet to the river, an ideal location for a palace. The gossips in the Pontchartrain can't fathom this, and Mr. Olds is not coming to their rescue.

John Gillespie, who is a member of the Board of Water Commissioners, Detroit rep-

representative for the Thomas and Olds cars, and a political hustler, has decided to postpone an aeroplane ride until after election. Mr. Gillespie had much to do with the election of Mayor Breitmeyer two years ago and is out for him as strong as ever. He insists, however, that as soon as the ballots are counted and anybody will allow him to climb aboard he is going to do some flying.

The "Suburban" Limited" is on the streets and will be manufactured by the De Schaum Motor Car Company, in which ten Detroit men are interested. It is a light, fast car with 16-20 hp., French rating, and takes the hills on high speed. The speed gears and everything are under the hood which is long enough for a big six. It is expected that 500 cars will be built and will sell at from \$900 to \$1,000.

The E-M-F. Company has bought more property adjoining the Flanders factory and this gives it space from the railroad to West Jefferson Avenue.

For the first year or two of their manufacture Chalmers cars were entered in every important motoring event of the country, but this year the Chalmers has not engaged in racing at all. The Chalmers car entered the Glidden tour to prove its ability to go the route. It traveled the course first as official pathfinder and again as winner of the trophy.

Old Philadelphia pulled off a novelty the other day. A salesman was given a substantial check to refrain from selling cars, something unusual at any time. Charles N. Sieby, one of the Philadelphia selling agents of the Chalmers cars, went out into the State and in a single week he sold 114 Chalmers cars to small dealers in the eastern and northeastern part of Pennsylvania. The firm wired him to come home quick, and when he reached Philadelphia, Mr. Hipple, manager of the company, paid him to stay off the road, explaining: "We need all the cars we can get right here in Philadelphia."

Among the Chalmers dealers who have recently visited the factory are J. J. Barclay, of the Barclay Automobile Company, Minneapolis; A. T. Primm, Fark Automobile Company, of St. Louis.

From Detroit to Indianapolis, 326 miles, between sunrise and bed time, is the record made by E. W. Steinhart, driving his 1911 Cadillac demonstrator. He left Detroit at 5.10 in the morning and had breakfast at Toledo. Mr. Steinhart was at Piqua, O., for dinner and the next stop was at Richmond, Ind. The actual running time was 13 hours and 15 minutes, an average of nearly 25 miles an hour in spite of the bad road from this city to the State line. The car did $17\frac{1}{4}$ miles per gallon of gasoline used and $3\frac{1}{2}$ pints of oil was consumed for the entire run.

The new building of the Warren Motor Car Company was opened with a dance in which 300 of the employees and their ladies participated. Postmaster Homer Warren was in the thick of the festivities and in a clever talk he gave the employees credit for the splendid progress of this comparatively new company.

The Packard Motor Car Company has taken out a permit for another building, this time a small power house for the foundry and forge shops.

The Bower Roller Bearing Company will begin this week the construction of a new factory on Goethe Avenue. The first building will be 220 feet long and 90 feet wide at one end and 60 at the other. There will be a wing for the heat treatment plant. This company has just moved here from Dayton, and will manufacture roller bearings for automobiles, railways and various rolling stock.

The Kelsey Wheel Company is erecting a group of buildings in addition to its plant, which will increase the capacity 50 per cent. The entire factory will cost \$200,000 and still further construction to the amount of \$100,000 is contemplated. The main building will be devoted to the manufacture of steel rims for automobile wheels, and in another building will be the plating department in which the dip process of plating rims and metal parts will be carried out. The company is building a new office building 42 by 145 feet.

Grant Brothers, local dealers in Chalmers cars, have moved to their new salesroom and garage at 1000 Woodward Avenue. They have one of the finest establishments on the row.

Pontiac

The Hess-Pontiac Spring & Axle Company resumed work this week after a close down of several days for inventory. The Hess plant turns out the springs for a majority of the Pontiac and Detroit made automobiles. The 1911 business is expected to eclipse former years.

The Oakland Motor Company was closed several days this week for inventory, but General Manager L. L. Dunlap says the plant will open next week when the output of 1911 cars will be commenced.

OHIO

Toledo

Announcement has been made by Sales Manager George W. Bennett, of the Willys-Overland Company, that Burton Parker has been appointed advertising and publicity manager and will take hold at once. He will have charge of the publicity business of the three Overland plants, and his headquarters will be at the Toledo factory.

Mr. Parker has had wide experience in the advertising line in a number of different cities, a large part of which has been with tire companies. He was with the Hartford Rubber Works Company about nine years. During the last years with the Hartford people he also had control of the publicity work of the "G. & J." Tire Company, and for about four years thereafter he maintained relations with the Fisk Tire Company. His services were also engaged by the Pope Manufacturing Company and the Olds Motor Works. His most recent engagement was as automobile publicity man for a Detroit advertising agency. At the Overland plant he succeeds A. I. Dutton.

Fifty employes of the Kinsey Manufacturing Company took a special car Saturday for Detroit, where they witnessed the game between the Chicago White Sox and the Detroit Tigers. The outing was given by Isaac Kinsey, president of the company.

The first Clark torpedo roadster has been brought to Toledo by C. J. Osborne, of the Ohio Motor Sales Company. Mr. Osborne visited the Clark factory at Shelbyville, Indiana, and drove the demonstrator through to

Toledo. In bringing the car here he made a round-trip tour of three days through the Ohio territory demonstrating the machine to his sub-agents. He also signed five new contracts. He has had a Clark touring car for two or three weeks and he says from now on the deliveries on both models will come along in good shape. The agency of the Hupmobile was recently transferred from the Atwood Automobile Company to Mr. Osborne and since he has taken it he has closed orders for about 50 Hupps for the 1911 season.

Bradner Wilcox has closed the agency for the Zimmerman cars for several counties in northwestern Ohio. He has opened sales-rooms at Monroe and Eleventh Streets. His first demonstrator, a touring model, has been received and he is now making a tour of his territory, working the sub-agency proposition.

W. S. MacMurray, manager of the Toledo branch of the Regal Motor Car Company, has returned from an extended tour of his northwestern Ohio territory. He has been making new contracts with agents and appointing new ones in last year's unworked territory. He has had success, he says, with the new Regal "20," \$900 roadster.

Isaac Kinsey, president of the Kinsey Manufacturing Company, has entered politics. He has been made chairman of the Republican Committee and will have charge of the fall campaign.

Jack Swindeman, manager of the Union Supply Company, the Chalmers dealer, has gone on a two weeks' vacation. Mr. Swindeman has been in poor health for some time and hopes that this short trip of fishing and recreation will put him in better condition for the 1911 business on Chalmers cars. Stanley Roberts, the Ford dealer, is still at Mackinac Island, where he is getting relief from a severe attack of hay fever. A. E. Mayberry is in charge of the Roberts-Toledo Auto Company while he is away.

Louis Lichtie, manager of the Lichtie Automobile Company, pulled in Saturday from a tour of his territory where he has been closing 1911 Cadillac business. He reports good sales

and says every sub-agent he called on closed a contract for the coming season. Very little change, he says, will be made in Cadillac sub-agents. He will start on another trip soon.

Harry Blevins, manager of the Blevins Auto Sales Company, the E-M-F. and Flanders dealer, has had cars on exhibition at the Hicksville fair for the last week. Several orders were taken and he also closed with some dealers who will handle the cars for him near Hicksville.

J. B. Dosson has received his contract from the United States Motor Company for Brush runabouts. The contract, he says, calls for 250 of these little machines. The business will be run under the firm name of the Brush-Toledo Company and his headquarters will be at his present location, corner Monroe and Eleventh. Mr. Dosson has a one-story building covering about half of the block between Eleventh and Twelfth Streets, which for several years has been used in his buggy business. He has 22 counties or one-fourth of Ohio on the Brush and he will put four men out in this territory early next week to close with sub-dealers for next year's business.

Cleveland

H. B. Beltemus, formerly with the Motor Supply Agency Company, has joined the sales force of Stein Double Cushion Tire Company.

All world's records for electric automobile mileage were broken on August 30, when Emil Gruenfeldt, chief engineer of the Baker Motor Vehicle Company, drove a shaft driven Baker electric 201.6 miles on a single charge. The car was equipped with an Edison battery of 40 cells. Charles G. Steinhauer, automobile editor of the *Cleveland Leader*, acted as observer. The former world's record of 160.8 miles, made July 29, 1910, was also held by a Baker and was never equalled until August 30. The old record was made with standard lead batteries.

John Rauch, Hupmobile agent, has formed the Hupp Motor Sales Company, which will in the future sell the Hupp in this territory. The company has located in temporary quarters at 1206 Huron road and later will move to Chestnut Avenue.

The Broc Electric Vehicle Company has moved to new salesrooms at Euclid Avenue and 21st Street.

W. N. Booth, of the Booth Demountable Rim Company, is exhibiting his rim at the Toronto fair and has made arrangements for a Canadian agent.

E. F. Kraus, of the Kraus Motor Sales Company, De Tamble agents, has completed a drive of 700 miles through Ohio and Indiana.

J. B. Sperry, agent for the Henry car, has moved to new quarters at 2037 Euclid Avenue. Mr. Sperry has opened a branch in Cincinnati to care for the southern part of his territory. The Cleveland branch controls Ohio, West Virginia, Kentucky and Western Pennsylvania.

Dayton

Among the new cars in the local field is the Beyster-Detroit delivery car, made in Detroit. The local agency has been taken by Edward L. Burns, a real estate salesman of this city, and he has opened a temporary garage at 16 West Third Street.

The Speedwell Motor Car Company gave its annual outing to its employees last week, and more than 1,200 of the employees and their families enjoyed the festivities, which were held at Wise's Camp.

Articles of incorporation were filed with the Secretary of State at Columbus, Ohio, last week by William Pflum, John L. Baker, H. G. Brentlinger, Charles A. Dale and George L. Baker. The new firm incorporated under the name of the Dayton Electromobile Company and will have its headquarters in this city. The company has its factory site at Fourth and St. Clair Streets, this city, and the electric machine which it manufacturers is ready for the market. The capital stock of \$250,000 will be divided, \$100,000 being preferred with seven per cent. dividends, payable semi-annually, and \$150,000 being common stock. The personnel of the incorporators of the new company include some of the leading business men of Dayton. William Pflum, former head of the N. C. R. Company, this city; H. G. Brentlinger, associated with Mr. Pflum as treasurer of that company; John

L. Baker and George L. Baker, who are at the head of the Baker Carriage Company, this city, and Judge W. C. Dale, an attorney.

The Wright Brothers have purchased a tract of three acres in the northern section of this city where they will erect their new factory site for the building of aeroplanes.

Akron

The necessity of inflating pneumatic tires to the correct air pressure is now pretty generally recognized as a means of getting due mileage from the tires. In order to place this information where it can be constantly referred to by the motoring public, the Firestone Tire and Rubber Company have prepared a wall hanger for garage display, containing a complete list of tire sizes and the corresponding air pressures. This hanger also illustrates and describes various types of tires that are now in use and the rims they will fit.

WISCONSIN

Milwaukee

MILWAUKEE, Wis., Sept. 5.—Judge Lawrence W. Halsey, in the Circuit Court on August 30, heard arguments on the motion of the defendants in the case of the Velie Motor Car Company against the Pierce-Arrow Motor Company and others, to make the bill of complaint more definite. The motion was taken under advisement by the court.

The original case was brought against 25 automobile concerns by the Velie Motor Car Company, and damages to the extent of \$500,000 were asked. The action of the Peerless Company was dismissed by Judge W. J. Turner, whereupon 20 others were dismissed by stipulation. The extraordinary remedy of a writ of prohibition from the Supreme Court, staying the Milwaukee County Circuit Courts from taking jurisdiction of the cases, was then invoked by the defendants' attorneys, Quarles, Spence and Quarles, of Milwaukee. A stay was granted until September 6, when the Supreme Court's order on the plaintiff to show cause why an absolute writ of prohibition should not be granted is made returnable.

Fond du Lac

Plans have been completed for the erection of a modern five proof garage at Fond du Lac, by W. C. Reinig, W. A. Meiklejohn and

F. G. Hurlburt, who recently formed a partnership. The structure will be 60 by 130 feet and will be two stories high. The Longdin & Brugger Company, of Fond du Lac, manufacturers of automobile tops, is planning to erect a three-story addition to its plant. When completed, the plant will be one of the largest of its kind in Wisconsin.

INDIANA

Indianapolis

The State Automobile Company, 328-330 North Delaware Street, has been appointed Indiana distributor of the Reo, succeeding the Gibson Auto Company in this agency.

New quarters in the North Capitol Avenue boulevard, near Vermont Street, were occupied during the last week by the Moon Motor Car Company. The concern has a modern, two-story brick building and has the agencies for the Moon and Davis.

Temporary quarters at 312-314 North Delaware Street have been taken by the local sales branch of the Reliance Motor Truck Company and a line of 2 1-2, 3 1-2 and 5-ton trucks is being shown.

Ray McNamara, of the mechanical staff of the Premier Motor Manufacturing Company, has left for a long trip to and along the Pacific coast, where he will assist Premier distributors.

The Washington Auto Company last Saturday moved into the Washington Skating Rink, at 842 East Washington Street, which has been remodeled as a garage. The company has facilities for housing about 150 private cars and in addition will care for 20 taxicabs that will be placed in service by the Taxi Transfer Company, October 15.

In keeping with the policy followed in other cities where there are sales branches, the name of the Maxwell-Briscoe Indianapolis Company has been changed to the United Motor Indianapolis Company. The company handles the Maxwell and Columbia.

The Henderson Motor Sales Company has moved into its new building at North Capital Avenue boulevard and Vermont Street. It is a one-story, brick, well lighted structure. The

company is the general agent for the Cole "30" and Westcott cars and has been located at 742 East Washington Street.

PENNSYLVANIA

Philadelphia

E. H. Ervin, secretary and treasurer of the Otto Motor Car Sales Company, has started on a 20,000 mile tour throughout the United States, demonstrating the 1911 model Otto and making agency contracts. He is now driving the demonstrating car through New England.

The Sweeney Automobile Company has removed from 208 North Broad Street to the recently vacated quarters of the Chalmers-Hipple Motor Company at 206 North Broad Street.

F. A. Kissell, manager of the local branch of the Consolidated Rubber Tire Company, has returned from a visit to the factory at Akron, Ohio. He reports that extensive alterations of new apparatus have increased the capacity of the plant sixfold. The company manufactures the Kelly-Springfield tire.

The Fanning Motor Company has removed to the Scottish Rite Building in "Marble Row," situated at the southwest corner of Broad and Race Streets. In the new location, Frank

Fanning, president of the company, will be enabled to combine the sales and mechanical departments of both the Thomas and Mercer cars.

Three 1911 Reo cars, comprising the first shipment of this company's new models, arrived last week at the showrooms of the Reo Automobile Company, Broad and Spring Garden Streets. Two standard Model R six-passenger four-cylinder 30 hp. touring cars and a Model S four-passenger four-cylinder 30 hp. roadster were the models.

Returning to its former policy of distributing cars in this city and vicinity, the Olds Motor Works has re-opened a direct factory branch at 231-33 North Broad Street in the building which was originally erected for an Olds branch by "Billy" Taylor and was subsequently used as the local sales agency for the Oldsmobile and Oakland. F. G. Seitz has left the post of assistant sales manager of the factory to assume the management of the Philadelphia branch.

Mr. Seitz is a former Philadelphian and he brings to his new duties a keen appreciation of the characteristics of the local motoring public. He has started extensive alterations on the building and the branch will shortly be equipped to handle both the wholesale and re-



GARAGE OF MOHLER & DE GRESS, MEXICO CITY

tail business of the territory comprising Eastern Pennsylvania, Southern New Jersey, Maryland, Delaware, Virginia and part of West Virginia. The showroom will embrace the entire ground floor; the second floor will be given up to offices, stock and store rooms, and the entire third floor will be utilized as a shop. Mr. Seitz will personally superintend the wholesale business, and Robert J. Skilton will continue in charge of the retail sales.

York

The Bath Motor Manufacturing Company, of which York capitalists are promoters, has been chartered at Trenton, N. J. The company has an authorized capital stock of \$300,000, and will make and deal in gasoline motors, engines, aeroplanes, biplanes, automobiles and other machinery. A large part of the work will be done by the B. C. K. Motor Car Company, of York, and will necessitate a considerable enlargement of its local plant. The aeroplane engines will be of a special type, and not the ones used in the B. C. K. motor cars. The officers of the new corporation are: President, S. E. Bailey, of the New York Carriage Company, York; vice-president, James A. Kline, of the B. C. K. Motor Car Company, York; secretary, J. C. Schuette, of the S. E. Bailey & Company, Lancaster; treasurer, George W. Ryan, of the B. C. K. Motor Company, York. These officers and P. E. Wurfflein, of Trenton, are the directors of the firm.

The York Motor Car Company, 238 North George Street, has increased its capital from \$100,000 to \$300,000.

Several local automobile dealers have applied for space at the York County Fair, which will be held here the first week in October. They will exhibit commercial and touring cars and runabouts.

The York Motor Car Company, 238 North George Street, has a contract to supply Captain Baldwin, the aeronaut, with \$40,000 worth of Curtiss pattern gasoline motors.

The York Garage and Supply Company, 116 East Market Street, has secured the agency for Hudson and Regal cars.

The York Motor Car Company turned out 60 cars during August. Many of the 1911 Pullman cars, manufactured by this company, are being used in the export trade.

MASSACHUSETTS

Boston

That the motor industry is booming in the Bay State is shown by the way new agencies are being opened and the large number of cars being registered this year. Up to September 1, 161 more dealers were registered in Massachusetts than there were at the same time last year, 638 dealers and makers now being on the books of the highway commission. The motor cars registered have passed the 28,000 mark now, an increase of more than 6,000 over last year making the total receipts to date more than \$200,000 ahead of last year. Just \$351,532.26 was taken in by the highway Commission from motor cars for the first eight months of this year.

Manager John L. Snow, of the Peerless branch, threw open the new six-story structure recently completed for the company on Tuesday, and issued invitations to all Peerless owners to inspect the place. The invitations held good all the week, and as the building was kept open until 9 o'clock each evening, hundreds of motorists looked it over thoroughly. Mr. Snow gave a dinner party early in the week to the newspaper men and several close friends at the Hull Yacht Club.

The Linscott Motor Company has taken on the Moon for Boston and the Overland has been let go. Charles G. Andrews, who looked after the Overland business for the company, went to St. Louis and drove one of the 1911 Moon cars over the road to Boston, making the trip in a week. His daily average for the first three days was more than 300 miles.

Henry L. Johnson, for some years manager of the Boston branch of the Premier, has been called back to the factory at Indianapolis where he is to assume an important position. He first came to Boston to manage a tire branch and was so successful that President H. O. Smith, of the Premier, secured him to open the Premier branch, with which he has been also very successful. He will leave for Indianapolis September 15.

W. P. Barnhart, until recently manager of the Taxi Motor Cab Company in the Hub, has joined the salesforce of the American Automobile Company as manager. This company has been handling the American, Ohio and Krit cars.

The Grout Company has made William F. Adams, manager of the Boston branch with Allie McKenna as his assistant. Mr. Adams has been identified with the Grout for the last 12 years and is well known in Boston.

J. Hiram Smith, vice-president of the Reliance Speedometer Company in Boston, has gone into the garage business, having opened a large place with 27,000 sq. ft. of floor space in the South End. Thereon Fethergill has been placed in charge. It is known as the Edgewood garage.

There has been a reorganization of the company handling the Croxton-Keeton here and the new company is known as the Croxton Motor Company of Boston. The entire New England business will be handled from the Boston office.

Belmont, Mass., put a motor chemical wagon into commission last week and all the residents of the swell section of the town were on hand to see its first demonstration. On a speed test the machine ran 300 feet and had a stream playing in 14 seconds, after which it covered a mile with 22 men in 4½ minutes. The machine is a powerful four-cylinder affair, weighing 8,300 pounds fully equipped, and is guaranteed for two years. Beside the equipment it will carry 10 men. The district where it is located is very hilly and has some expensive residences, the occupants of which always dreaded a fire because they were so far from the central station.

KENTUCKY

Louisville

A local agency for the Fritchie electric probably will be established here, representatives of the Denver factory having been in the city recently.

The number of stockholders of the United Auto Company has been reduced, and Fred C. Haupt, Lindsey Ireland and H. A. Dugan

are now the principal ones interested. The company handles the Premier and the Kissel Kar in this territory.

Two Louisville automobile houses will exhibit at the Appalachian Exposition, which begins at Knoxville, Tenn., September 12. They are the Oldsmobile and the Studebaker, both of which have factory branches in Louisville.

Negotiations looking to the taking over of the Marshall-Clark Motor Car Company as a branch of the United States Motor Company have been called off, and it has been decided to retain the present status. The Marshall-Clark Company handles the full U. S. line, and will shortly add the Alden-Sampson truck.

C. L. Anderson has been sent from the Lansing factory of the Olds Motor Works to the Louisville branch to aid in making demonstrations.

D. R. Williams, assistant advertising manager of the Louisville & Nashville Railroad, has left Louisville to become assistant advertising manager of the Dayton Motor Car Company, manufacturers of the Stoddard-Dayton.

R. O. Greham, Kentucky representative of the Warren-Detroit, who has headquarters in Lexington, was in the city last week for the purpose of establishing a Louisville agency for the car.

NEW JERSEY

Milltown

An enviable record has been made in the last three weeks by Michelin tires. In the races at Elgin, Ill., on August 26 and 27, the cars coming in first, second and third in both events were fitted with Michelin tires. The same held true in the race for the Kane County trophy. It is a significant fact that the winners in the 204 and 305 mile races came through without a single tire change. Then at the Indianapolis Motor Speedway on September 3 and 5, the cars finishing first, second and third in the 100 miles Remy trophy and the 200 miles heavy car contests were equipped with Michelin tires.

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Squeaks That Harm

Failure to care for the concealed "hard-to-get-at" and, therefore, generally overlooked mechanism of automobiles is the cause of the rapid depreciation of many cars according to the statement of H. Clifford Brokaw, principal of the West Side Young Men's Christian Association's Automobile School, No. 318 West 57th Street, New York, in a recent lecture (Wednesday evening, August 31) on the "Essentials of Automobiles" at a public meeting of automobilists at the association building.

"When a man invests in an automobile," said Mr. Brokaw, "he expects the car to depreciate a certain amount each year. Few people seem to realize, however, that neglect of the concealed parts of an automobile is the cause of much of this depreciation.

"To prolong the life of your automobile keep your ears open for squeaks and don't forget to lubricate. Automatic lubricators usually take care of all moving parts of the engine and need very little attention.


"Other parts of the car are not so fortunate, however. Oftentimes squeaks will occur very mysteriously. These as a rule come from neglect to oil some hard-to-get-at part of the car. One of the most likely sources of the squeak is the spring shackles. These particularly on cars a year or two old, have no provision made for lubrications and the only way to get oil to the pins is to let it run in around the sides of the shackles. The universal joints on the propeller shaft are also sources of the squeaks. Being hidden under the car they are seldom thought of and when they get dry and let you know about it, the sound seems to come from almost anywhere except there.

"The brake linkage is also very often neglected. I have seen brakes that would not disengage after being applied because the moving parts of the linkage were dry. I have also seen pins on brake rods so worn from lack of lubrication that a hard application would crack them and render the brake useless.

"If you are looking for longevity in your machine listen for and remedy the internal squeaks."

An automobile road has been constructed in Walla Walla County, Wash., for the use of prosperous farmers in that vicinity who own their own machines. It is one of the oldest settled districts in the State of Washington, and is a rich grain section.

Carhartt Cars



\$2250 Complete

Carhartt Automobile Sales Co.

Hotel Plaza *ECCE SIGNUM* New York

MERCER

1911 Model New Being Shipped

Touring Car Toy Tonneau Speedster

Each \$2150



Style, Luxury, Quality, Strength, Speed.
Made Right and Stays Right.

Let us hear from you

Mercer Automobile Co. Box 126, Trenton, N. J.

Diamond

The Pioneer Motor Tires of America

FIRST BEST

THE DIAMOND RUBBER COMPANY

AKRON, OHIO

GRAY & DAVIS LAMPS

STANDARD OF
THE WORLD

Gray & Davis

Amesbury, Mass.

Please Mention AUTOMOBILE TOPICS When Writing.

—MONOGRAM OIL— WINS ELGIN TROPHY

RALPH MULFORD (LOZIER) WON the National Stock Car Championship at Elgin, Ill., on August 27th, covering the entire distance of 305 miles and 204 feet in 292 minutes and 29 seconds, averaging 62 miles an hour.

THIS terrific test of endurance and speed was made without a sign of engine or lubricating trouble, a fact that is directly traceable to the use of MONOGRAM OIL.

THERE could be no stronger reason than this why it is also the

"Best for YOUR Engine."

COLUMBIA LUBRICANTS CO. OF N. Y.
116 Broad Street New York City

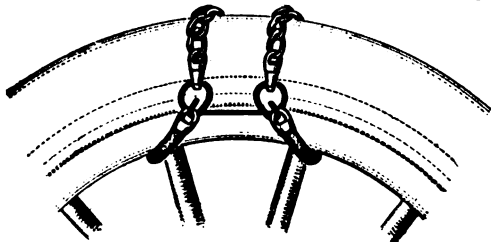
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A HANDY DEVICE WHEN TOURING



RUFF EMERGENCY SPRING TENSION TIRE GRIPS

EASY, QUICK AND SIMPLE ADJUSTMENT

Yielding spring connections and swivel end cross chains. Do not cut, rip or tear the tires. Ask for further information and prices.

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6-60 MOTOR CARS 6-40 PALMER & SINGER

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4 Types—Now Ready

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MAXWELL CARS 1911 LINE Magneto Equipped H. P. Price

Model E. A. Touring Car, 4 cylinder	30	\$1600 f.o.b.
Model G. A. Touring Car, 4 cylinder	30	1600 f.o.b.
Model G. A. Roadster, 4 cylinder	30	1600 f.o.b.
Model E-11 Touring Car, 4 cylinder	30	1500 f.o.b.
Model G-11 Touring Car, 4 cylinder	30	1575 f.o.b.
Model I Touring Car, 4 cylinder	25	1100 f.o.b.
Model Q-11 Runabout, 4 cylinder	22	900 f.o.b.
Model Q-3-11 Touring Car, 4 cylinder	22	1000 f.o.b.
Model A B Runabout, 2 cylinder	14	600 f.o.b.

INCORPORATIONS

Pittsburg, Pa.—National Automobile Co., with \$100,000 capital. Incorporators: M. J. Caton and others.

Denver, Colo.—Colorado Auto Oil Co., with \$500,000 capital. Incorporators: H. O. Andrews and L. B. Stevens. To manufacture and refine automobile oils.

Birmingham, Ala.—Smith Motor Car Co., with \$12,500 capital. Incorporators: C. S. Sibley, S. L. Smith and J. B. Garber. To do general automobile, bicycle and motorcycle work.

Indianapolis, Ind.—Washington Auto Co., with \$10,000 capital. Incorporators: A. M. New, F. H. Bruhn, J. N. Contler and F. J. Wallace.

Niagara Falls, Ont.—United Motors, Ltd., with \$200,000 capital. Incorporators: Fred Sager, E. A. English, W. L. Adams, L. C. Raymond and B. J. McCormick.

New York, N. Y.—Geiszler Starting Device Co., with \$50,000 capital. Incorporators: M. Geiszler, J. Geisler and R. H. Muntz. To manufacture starting device for gas engines, manufacture and deal in appliances and supplies for gas engines, etc.

Cincinnati, Ohio.—American Auto Sales Co., with \$50,000 capital. Incorporators: G. H. Cauniff, J. K. Corwin, E. R. Kinney and W. W. Welch.

Greeley, Colo.—Weld County Automobile Co., with \$40,000 capital. Incorporators: D. R. McArthur, Geo. P. Strubel and Charles Davis.

Troy, N. Y.—Wilson Automobile Co., with \$10,000 capital. Incorporators: T. W. Larkin, E. C. Eberhart and A. T. McCowan.

New York, N. Y.—Seymour Auto Supply Co., with \$50,000 capital. Incorporators: P. C. Brashear, Seymour Suits and H. J. Howland.

Cincinnati, Ohio.—Staver Motor Car Co., with \$25,000 capital. Incorporators: L. K. Emerson, G. W. Platt, R. L. Dollings, P. K. Gale, S. M. Adams and A. L. Parker.

Castleton, N. Y.—Belmont Motor Vehicle Co., with \$25,000 capital. Incorporators: H. H. B. Ingalls, A. C. Cheney and O. D. Woodford.

Chicago, Ill.—Logan Square Automobile Co., with \$50,000 capital. Incorporators: Frank, Ginner, George N. Harmon and C. F. Moremac.

Le Roy, N. Y.—The Le Roy Motor Company, with \$3,500 capital. Incorporators: Thomas W. Larkin, Edwin C. Eberhart and Arch T. McCowan. To deal in agricultural implements and automobiles.

Schnectady, N. Y.—Warren-Detroit Distributing Company, with \$1,000 capital. Incorporators: Helen A. Bristol, George S. Shieferlein and Henry R. Gifford.

Please Mention AUTOMOBILE TOPICS When Writing.

Automobile Calendar

September 12 to October 12.—Automobile Races held in connection with the Appalachian Exposition at Knoxville, Tenn.

September 15.—Hill Climb at Oklahoma City, Okla. under the management of the Oklahoma Automobile Club.

September 15-22.—Road Races to be held at Lowell, Mass., under the auspices of the Lowell Automobile Club.

September 16.—Fifth Annual Hill Climb of the Chicago Motor Club at Algonquin.

September 17.—American National Championship Balloon Race, to be held in Indianapolis, Ind.

September 17.—Power Boat Race through Whirlpool Rapids, Niagara Falls, N. Y., for purse of \$1,000 and a gold cup.

September 17.—Track Meet, under the joint auspices of the Automobile Club of Syracuse, N. Y., Syracuse Automobile Dealers' Association and the New York State Fair Association.

September 17.—Track Meet, held under the auspices of the Norristown, N. J., Automobile Club.

September 18.—Semmering Hill Climb, A. C. of Austria.

September 21, 22, 23.—Three-day Reliability Run, under the auspices of the Louisville, (Ky.) Automobile Club.

September 24.—Annual Santa Monica Road Race, under the auspices of the Licensed Motor Car Dealers' Association, of Los Angeles, Cal.

October—Reliability Run, under the auspices of the Chicago Motor Club.

October—Reliability Run, under the auspices of the Worcester (Mass.) Auto Club.

October 1.—Sixth Annual Vanderbilt Cup Road Race to be held on the Long Island Motor Parkway and the surrounding roads. Under the auspices of the Motor Cups Holding Company.

October 1.—Track meet at the Illinois State Board State Fair at Springfield, Ill.

October 2.—Gaillon Hill Climb, promoted by L'Auto.

October 6, 7 and 8.—Automobile Races at the Orange County Carnival at Santa Ana, Cal.

October 14 to 18.—Virginia Reliability Run, under the auspices of the Washington (D. C.) Post.

October 8.—Automobile Races at the Interstate Fair Spokane, Wash.

October 8.—Date selected for the start of the Chicago-New York Aeroplane Race, under the joint auspices of the New York Times and the Chicago Evening Post, for a \$25,000 prize.

October 8.—Third Annual Fairmount Park Race, under the auspices of the Quaker City Motor Club, Philadelphia.

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ACCEPT NO SUBSTITUTE



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The Ideal Gentleman's Roadster
S. P. O. AUTOMOBILE CO., 1595 Broadway, N. Y.

The **Inter-State** "40" \$1750

The Maximum in Speed, Comfort, Reliability and Value. 4-Cylinder, 40 H. P., 118-inch Wheelbase, 34x4-in. Tires, U. & H. Imported Magneto, Double Ignition System, Multiple Disc Clutch of 63 Tempered Saw Steel Discs, Three-quarter Elliptic Rear Springs and many other features found only in the higher priced cars. Our proposition is interesting to all dealers. Compare our specifications with any high priced car.

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CHARACTER---DISTINCTION---DURABILITY.

THE OWEN
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Selling at a Moderate Price.

Literature on Request

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Locomobile Cars for 1911

Complete information furnished on request

The *Locomobile* Co., Bridgeport, Conn.

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Send 10 cents in stamps to cover cost of mailing, and we will send you a beautifully illustrated book on the New York-Paris Race.

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THERE are three primary reasons why the HUDSON has more riding comfort than any other car in its class. It has a longer wheel-base. It has larger wheels. It has more foot room. The driver's legs are not cramped—his knees never stick up. The wheels are 32 inches. The average of all its competitors is 30.9 inches. The wheel-base of the HUDSON ROADSTER is 100 inches—of the HUDSON TOURING CAR is 110 inches. The average of its competitors is 96 inches.

These are the essentials that assure the maximum of riding comfort.

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Are evils that may be largely cured by the proper use of

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Let us tell you how

JOSEPH DIXON CRUCIBLE CO., Jersey City, N. J.

MERCHANT & EVANS CO.

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"STAR" TIRE AND TOOL CASE

(PATENTED)

Made in 34 in. and 36 in. sizes, 6 in., 8 in. and 10 in. deep, carrying two shoes and inner tubes and all tools. Quiet; dust, water, fool and thief proof. Black Japan or prime coat finish. Price, \$25 f. o. b. Philadelphia, crated. Discount to trade. For Sale by All Dealers and Garages.

AJAX EXTRA HEAVY NON-SKID TIRES

The ONLY non-skid tire guaranteed
for 5000 miles, or 200 day's service

AJAX-GRIEB RUBBER CO.

General Offices: 1777 Broadway, New York Factories: Trenton, N. J.
Branches in principal cities

October 8 to 13.—The St. Louis National Aero Show, to be held in the Coliseum Building, under the auspices of the Aero Club of St. Louis.

October 10 to 15.—Track Meet at the Arkansas State Fair at Hot Springs.

October 15.—Race for the Grand Prize of the Automobile Club of America to be held over the Long Island Motor Parkway and adjoining country roads.

October 15 to 23.—The International Aviation Meeting to be held under the direction of the Aero Club of America at Belmont Park, New York City.

October 17.—Start of the 1910 International Balloon Race from St. Louis, Mo.

October 23.—The Portola Road Race in San Francisco, Cal.

October 27, 28 and 29.—Three-day Track Meet, under the auspices of the Dallas (Tex.) Automobile Club.

November 3, 4 and 5.—The Fall Meet of the Atlanta Automobile Association at the two-mile motor-drome at Atlanta, Ga.

November 5 and 6.—Track Meet, under the auspices of the New Orleans (La.) Automobile Club.

November 5, 7.—Los Angeles-Phoenix Road Race.

November 10, 12 and 13.—Track meet at San Antonio, Tex., under the auspices of the San Antonio Automobile Club.

November 24.—Mile High Hill Climb at Redlands, Cal., under the auspices of the Mile High Hill Climb Association.

November 24.—Road Race, under the auspices of the Savannah (Ga.) Automobile Club, over roads in the vicinity of Savannah.

November 24, 25 and 26.—Race Meet at the Los Angeles, Cal., motordrome.

December 1 to 8.—First Annual Aeronautical Exhibition under the auspices of the Aero Club of Illinois. To be held in the Chicago Coliseum.

December 3-18.—Twelfth International Salon of the Automobile, the Cycle and the Sports, under the auspices of the A. C. of France.

February 27 to March 4, 1911.—Fifth Annual Automobile Chow, under the auspices of the Kansas City (Mo.) Automobile Dealers' Association.

March 4 to 11, 1911.—Boston Automobile Dealers' Association's Annual Show in Mechanic's Hall.

Chalmers Motor Cars

The cars that have proved their worth.
Winner of the 1910 Glidden Trophy.

Send for Catalog "T" of 1911 Models and name
of nearest dealer

CHALMERS MOTOR CO., Detroit, Mich.



If you know a really earnest "crank" on automobiles—a man who is particular to the last degree about his equipment—look at the lamps on his car.

It's dollars to doughnuts he carries Solarclipse headlights—the aristocrat of motor lamps—and a complete Solar small lamp equipment.

Test it out for yourself.

(73)



BADGER BRASS MFG. COMPANY

KENOSHA, WIS.

NEW YORK CITY.

CLASSIFIED ADVERTISEMENTS

Rates for advertisements in this department, 20 cents per line, per insertion. Each line contains about eight words. Please send remittance with order.

FOR SALE

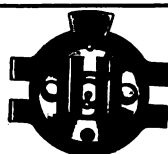
FOR SALE.—18 H. P. Mercedes; three-quarters Landulet; fully equipped; 1905. Address Box 101, Automobile Topics.

FOR SALE.—Model I Locomobile, 40 H. P. Baby Tonneau. Run less than 5,000 miles. Full equipment, including seat covers, large Klaxon, Solar Eclipse lights, extra tire, complete, Quick demountable rims, Jones' speedometer, top complete, electric side and rear lights, tools, etc. In perfect condition throughout. Price and further particulars address P. O. Box 588, Bridgeport, Conn.

FOR SALE.—50-60 American Roadster, 1909 model. In A-1 condition, including the following extras: Gabriel horn, siren, Prest-o-lite tank, trunk rack, special dust shield, electric side lights, automobile trunk. Just thoroughly over-hauled and painted. As good as new. Guaranteed 60 miles an hour. For photograph and further particulars, address P. O. Box 588, Bridgeport, Conn.

WANTED

CHAUFFEUR, driving Locomobiles for five years, ex-factory employee, at liberty after August 29, desires permanent position. Can overhaul car. Adequate references. Robert Grey, Box 102, Nyack, N. Y.



The Master Magneto!

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HAVE YOU EVER USED "VASCO GRINDINE" COMPOUND FOR GRINDING VALVES? GIVE IT A TRIAL

1 Tube Coarse and 1 Tube Fine, in Cartons, 25c. and 50c.
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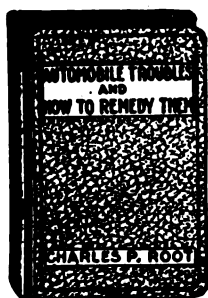
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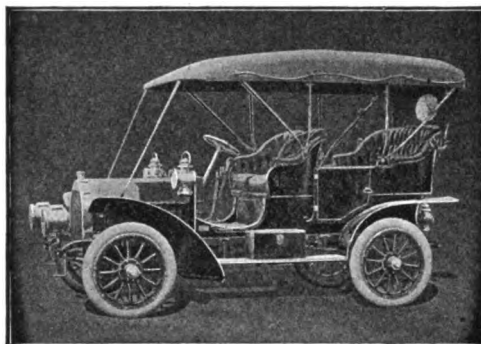
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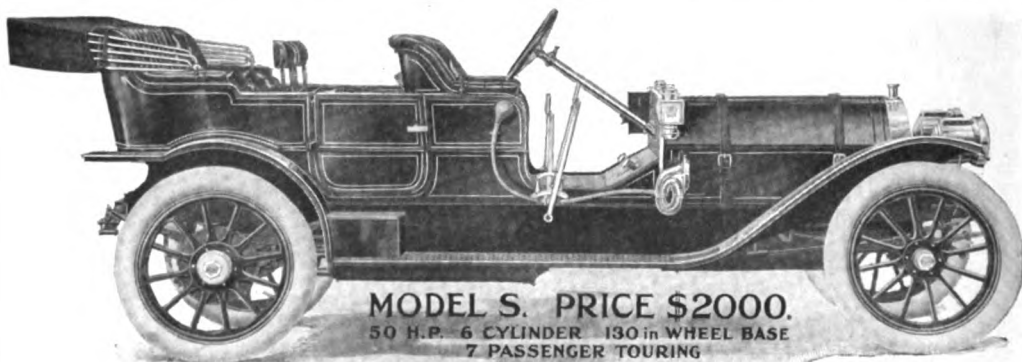


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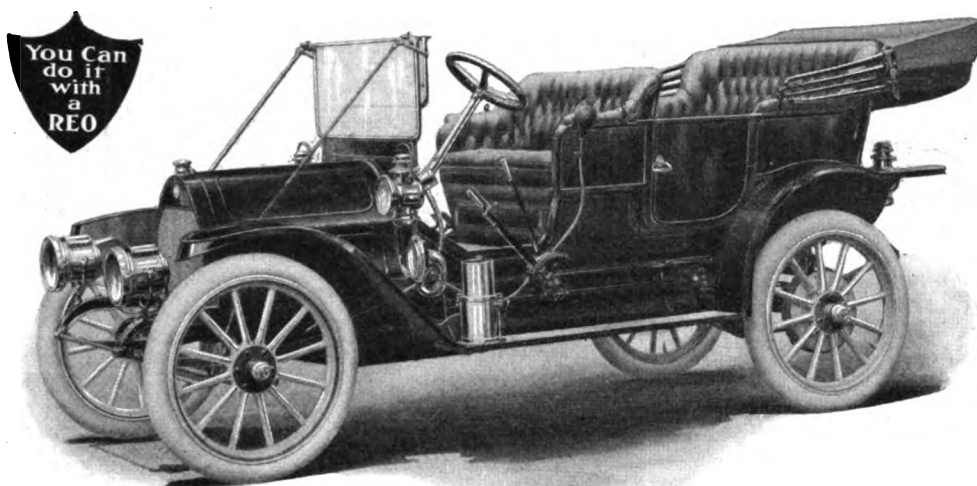
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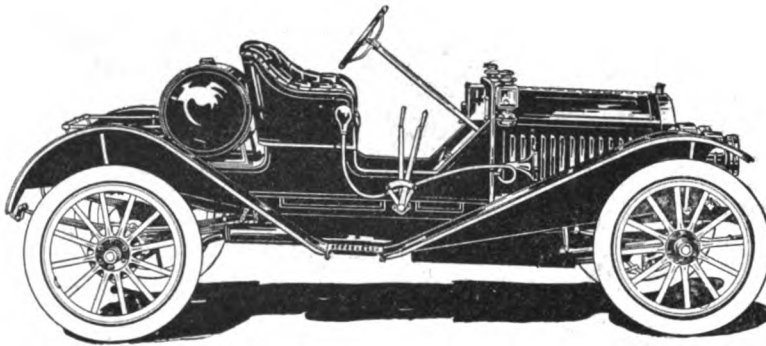
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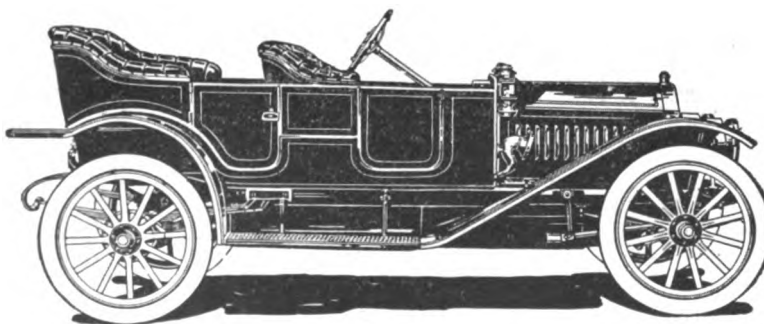
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The Warren line of automobiles is today the strongest and most attractively priced in the field.

WARREN MOTOR CAR

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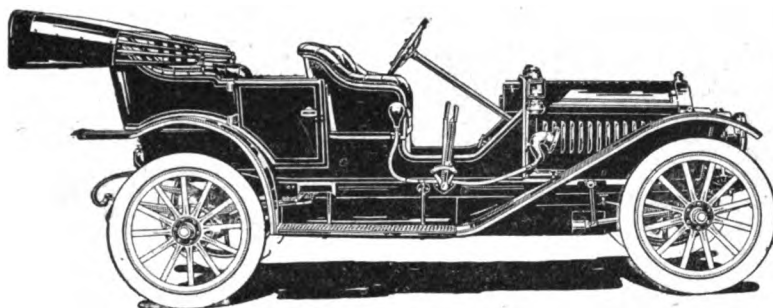
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Model 11C—\$1325**Warren-Detroit "30" Touring Car**

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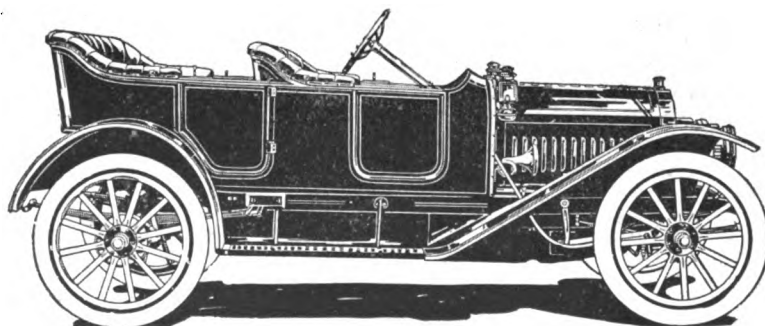
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Automobile Topics

Illustrated

Vol. XX.

NEW YORK, SEPTEMBER 17, 1910.

No. 24.

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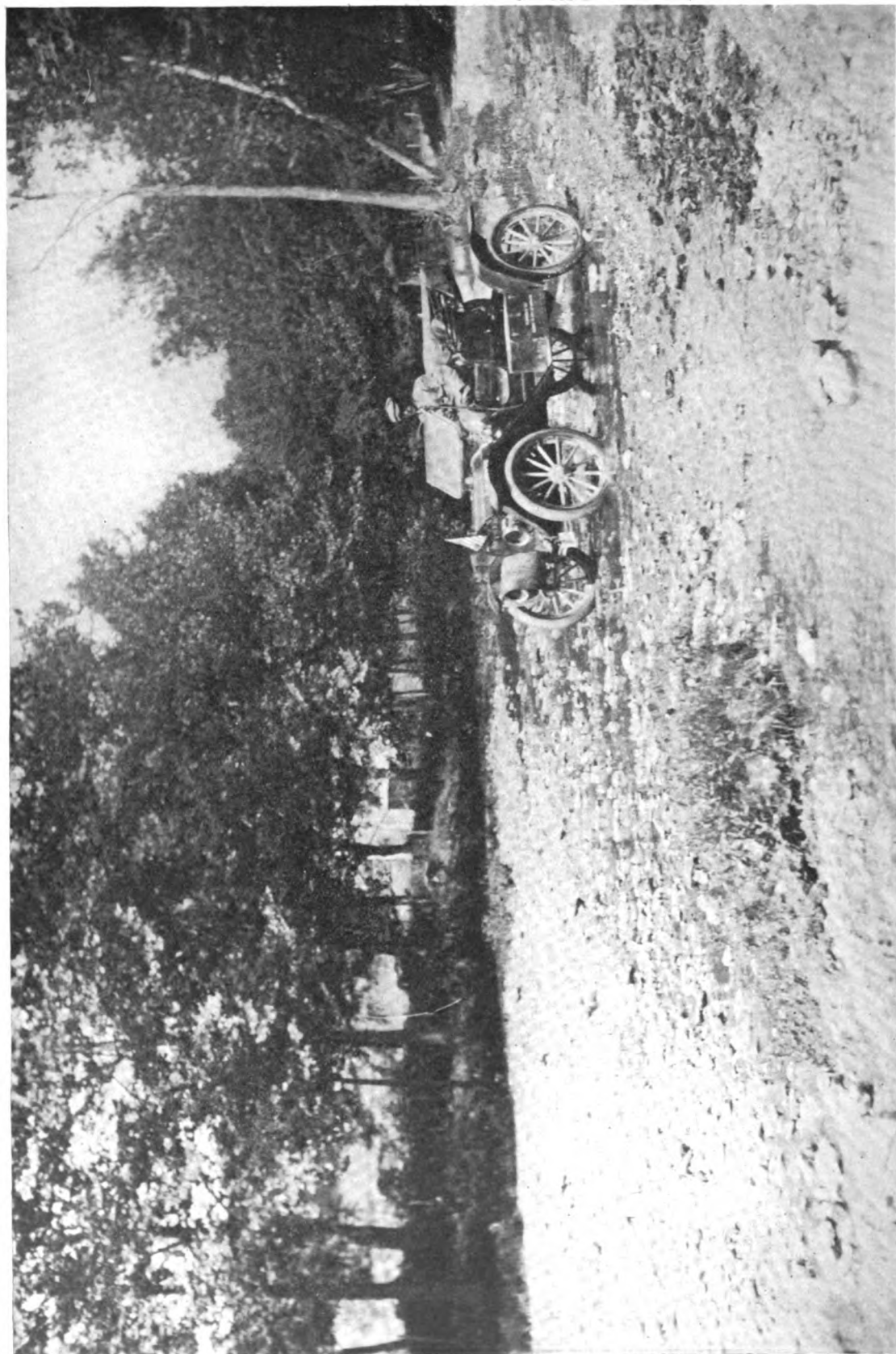
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Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS

Vol. XX.

NEW YORK, SEPTEMBER 17, 1910

No. 24

TOPICS

INDICATIONS ARE that the approaching political campaign will be a lively one. There is unrest in both parties and apprehension in at least one; and out of this advantage is to be gained if motorists will present a united, or anywhere near united, front. What should be done is precisely what is being done in some States, viz., the quizzing of candidates for the Legislature. What motorists want is justice—laws that are reasonable and enforceable. At present most States have on their statute books laws that are neither; and yet every little while efforts are made to enforce the unenforceable—with dire results to the motorists. They are between the upper and the nether millstone. As they grind the helpless victim is crushed between.

MEASURES SAFEGUARDING THE PUBLIC and providing for the summary punishment of evil-doers will never encounter the opposition of the great body of motorists; on the contrary, the latter welcome all such measures. They know by painful experience the odium which attaches to them whenever some flagrant instance of wrong-doing occurs, and the habitually reckless drivers receive, as well as merit, their instant and complete condemnation. But they are opposed to the enactment of laws which were never meant to be enforced, and, from the very nature of the thing, could not possibly be carried out. Furthermore, they object most strenuously to the present age of provincialism. That one State should arrogate to itself the right to forbid non-residents to

enter its borders without registering and paying a fee is most repugnant to them. It is in violation of both the spirit and the letter of the Constitution, and it almost always hurst business. A prejudice against the illiberal State arises, and not infrequently retaliation follows. In the end, all motorists suffer and nobody gains. The paltry sum that comes into the treasury of the State from fees is more than offset by the money lost through the refusal of indignant non-residents to enter the borders of such a short-sighted commonwealth.

POLITICIANS KNOW WELL, and have a wholesome respect for the power of votes. If they are given to understand that the support of such measures as the Frelinghuysen law in New Jersey—to take the most flagrant example—means the loss of votes, they will soon throw Frelinghuysenism overboard, and Frelinghuysen with it. At present the individual bearing that name proclaims that he will appeal to the non-motoring vote, crying gleefully that there are many times the number of non-motorists, and that he will get their votes. This is too silly to discuss seriously. What is of more importance is, that Frelinghuysen is on trial, and that every motorist can do something to see that his representative in the Legislature stands for a square deal to everybody.

A CONVINCING DEMONSTRATION of the superiority of the motor vehicle over the horse was given during the recent disastrous forest fires which ravaged Oregon and Washington a short time ago. The story of the aid rendered the fire fighters by the automobile is an interesting

and inspiring one. Whenever a report was received at forestry headquarters an automobile was used to whisk a ranger to the scene. In this way much valuable time was saved. Squads of soldiers and other fire-fighters were rushed from place to place along the fire lines in automobiles. It was found that automobiles could go further into the danger zone than a horse, thereby bringing the fire-fighters near the blaze more quickly than otherwise would have been possible. Automobiles were also used as dispatch bearers, in addition to performing rescue work in the burned districts. Such instances constantly multiply, and the noble equine is slowly, but surely, being forced out of the place he has occupied for so many hundreds of years in the economic structure of the world.

EVIDENTLY THE COURTS are shy of mixing in scraps between contestants in events like the recent contest for the Glidden trophy. They much prefer to have the sports bodies settle things among themselves. This is not a bad idea, when everything is taken into consideration.

THERE IS A POSSIBILITY that the line may be drawn between the amateur and the professional driver. A rule which the General Rules Committee of the Manufacturers' Contest Association is considering provides that amateurs who compete against professional in automobile races shall lose their amateur standing. There is something very inconsistent in the idea of a "simon pure" competing against out-and-out professionals.

STATISTICIANS HAVE BEEN AT WORK in Texas also. Figures have been compiled to show that \$45,000,000 worth of automobiles are now owned in the State, which is more than one-half of the capital of all the State's banks. This is a pretty good indication that Texas is prosperous.

OFFICIALS OF STATES which employ convicts to build roads and keep them in order often express wonder that other commonwealths do not follow their examples. Putting aside the good that is done by providing prisoners with occupation for both body and mind, there is doubt in few minds that as an economic measure alone the use of convicts for road building is amply justified. When obliged to choose be-

tween maintaining able-bodied men in idleness, cooped up in cells, and putting them out in the open air to do manual labor, few people hesitate long. And when one reflects that this is the only way that roads in some localities can be obtained, further justification of the plan is produced.

COINCIDENT WITH THE ASSERTION that automobile racing drivers are underpaid comes the news that a certain British aviator, visiting these shores for the first time, acquired title to some \$22,000 in just ten days. One scarcely knows whether to sympathize most with the racing driver aforesaid (only three of whom earn \$20,000 per year, we are told), or to applaud the bold Briton who angled so successfully for Uncle Sam's dollars.

IF EXPORTS of American automobiles continue to increase at the present rate it will, before very long, be a question where European makers will be able to dispose of their product. We are approaching the \$10,000,000 mark now, and not many years ago that was more than the value of all the cars produced in the United States.

A STUDENT OF THE SUBJECT has found that the existing rules of aviation are crude and incomplete; indeed, he goes so far as to say that we have scarcely any code at all. To remedy this sad state of affairs he is at work on a code that will be comprehensive and a model of completeness.

THE "OVER-INFATUATION OF THE AUTOMOBILE, both from a financial and religious standpoint," was the text of a Pennsylvania minister recently. In a sermon he declared that more money is spent for the purchase and maintenance of automobiles annually than is spent in church work, and declared that the craze, which he says has not yet reached its height, threatens not only the beneficial influences of the Church, but is a grave menace to the financial integrity of the country in general. Many people, he said, who were regular attendants at divine service before the advent of the automobile, have become so absorbed in their machines that they spend their whole time on Sundays enjoying their pleasures and devoting no time to the Church. He said the frenzied desire of those not able to afford to possess automobiles is leading them to financial excess.

Vanderbilt and Grand Prize Race Entrants

Twenty cars had been entered in the Vanderbilt cup race and the Massapequa and Wheatley Hills sweepstakes, set for October 1, up to last Thursday. Of these 15 were nominated to fight for the possession for a year of the cup donated by William K. Vanderbilt, Jr., president of the Motor Cups Holding Company, the promoters of the two big races which are to be run on Long Island this year. Three cars were named for the Massapequa event and two for the Wheatley Hills division. As the list does not close until September 24, the number of entrants may be considerably increased.

The formal entry of the three Marquette-Buicks in the Vanderbilt was made during the past week. The cars are to be driven by Louis Chevrolet, Robert Burman and Arthur Chevrolet respectively. Another addition to the Vanderbilt list made during the week was the entry by George H. Strout, sales manager of Apperson Brothers, Kokomo, Ind., of an Apperson Jackrabbit. Harris M. Hanshue, a Western driver, has been named to act as pilot.

This adds an interesting aspect to the historic event for it pits, for the first time since the race has been held, the cream of the Western drivers against the best that the East can produce. Hanshue has been making a name for himself in Western races and in that section of the country he is regarded as George Robertson is east of the Mississippi. In 1909 he drove the Apperson in seven Western races, winning five firsts (including the Santa Monica road race) and one second. In the Vanderbilt he will guide a stock model.

Others from the Western slope of the Rockies who will fight things out with Hanshue are Al Livingstone, the National pilot, winner of the Illinois trophy; Bert Dingley and Jack Fleming, the Pope-Hartford team, who made big names for themselves on the coast; "Bill" Endicott who has won so many light car races with the Cole "30," while there is a possibility that James B. Ryall and Harry Michenor, who are now on the Pacific Coast, may come East to drive the Long Island classic. The Middle West will also have a large representation in Edward A. Hearne, Robert Burman, Ray Harroun, Joe Dawson, Jack Aitken and others, who expect to show

Eastern stars a thing or two. Hence the race is truly national in scope than ever before.

The latest entry in the Massapequa Sweepstakes is a Lancia car to be driven by Billy Knipper. This will not be Knipper's first appearance in the Vanderbilt. Last year he drove a Chalmers-Detroit in place of Bert Dingley, who was injured during practice.

Another entry for the Grand Prize race, which is to be held on Long Island, Saturday, October 15, has been announced. The car is a Mercedes of 90 hp., entered by George W. Loft, of New York. It will be driven by George W. Armstrong, who has gained a great deal of racing knowledge from the many contests he has competed in on both road and track.

In addition to the Mercedes there are fourteen other cars of American and foreign manufacture entered in the Grand Prize race and it is expected that before the day of the contest several more cars will be added to the list. The cars and their drivers are as follows: Benz (Barney Oldfield); Benz (Victor Hemery); Benz (George Robertson); Fiat (Louis Wagner); Fiat (Ralph De Palma); Fiat (Felice Nazzarro); Marmon (Ray Harroun); Marmon (Joe Dawson); Marmon (not named); Marquette-Buick (Louis Chevrolet); Marquette-Buick (Robert Burman); Marquette-Buick (Arthur Chevrolet); Roebling-Planche (Washington Roebling, 2d); and the Alco (Harry F. Grant).

Four Classes for Fairmount Park Race

PHILADELPHIA, Sept. 14.—Assurance of a large entry list for the third annual 200-mile stock chassis road race in Fairmount Park on October 8, has been strengthened by a rearrangement of the system of distributing the prize money. By the new method, the division will be made on the basis of a prize to the winners in each of four classes, ranged according to their piston displacement under the A. A. A. rating. The car that makes the best time for the 200 miles will be the winner of the first prize of \$2,500, as well as a prize of \$1,000 for victory in its division. New entry blanks will be sent out embodying the new system and throwing the race open to all gasoline stock chassis in Divisions 3-C, 4-C, 5-C, 6-C.

New England to Quit A. A. A.?

A rather interesting bit of news worked itself free from the confines of a New Yorker in close touch with motoring interests who was visiting the aviation meet near Boston last week and there met a number of Bay State automobilists. He says that there is now in process of formation a federation of State associations to be known as the New England State Association, presumably to advance the interests of motorists, look after laws, etc. But the more important part of it is that when it is all organized it may sever its affiliation with the A. A. A. and become independent.

"When I heard it," said the New Yorker, "I laughed. They may form a New England body and do good work, but they are keeping close to the A. A. A. all the time, I argued. However, I became somewhat impressed with the details as they were unfolded. I know that the man who told me about it knew the ins and outs of motor policy thoroughly and is not given to rambling. He said that Massachusetts was strongly organized with a State association as a basis. Vermont had some clubs that could be welded together. New Hampshire is being organized now, and it will be easy to get the clubs in the other States into an organization. Then, when they are all in one big federation, they will be strong enough to stand alone.

"I was also told that President L. R. Speare of the A. A. A. was to head this federation," he continued, "but whether it was being done with his consent or not was not made clear. I was told that there was some dissatisfaction

with the policy of paying over large sums yearly to the A. A. A. without any tangible results as far as New England were concerned, and that it was thought some of the salaries paid by the A. A. A. to its officers was considered excessive for the amount of work they performed. The first step the federation may take is to request that the per capita tax paid to the A. A. A. be cut in two or dropped and this may serve as a means for divorcing the New Englanders from the parent body.

"I was led to believe that the clubs taken into the federation would not be made aware of the ultimate plans until there had been a meeting of the delegates called when the organization was finally perfected. Anyone can realize that such an organization would be very strong, of course, and to have several thousand members drop out of the A. A. A. would make a big hole in it and might lead to other sections forming separate bodies also. With the manufacturers practically taking over the whole racing game there would be little else left for the present association.

"I expect there will be denials when the matter becomes public, but it will be well to remember this news later on and watch what transpires. It has been already announced that President L. R. Speare is to retire from the presidency of the A. A. A. when his term expires. That in itself is not unusual as he has served practically two terms, but he is deserving of another. Anyway it is interesting gossip and I am anxious to note how it pans out."

Jury Quickly Acquits Skene

After considering the evidence for a little more than four hours, the jury before which the first case of the State of New York against Frederick Skene, formerly State engineer and surveyor, was tried on a charge of grand larceny, growing out of alleged frauds in the good roads contracts, returned a verdict of not guilty, and Skene was discharged.

As sixteen other indictments were pending against Skene, however, he was not given his liberty, Justice Coman allowing him his freedom by continuing the \$16,000 bail under which he was held at first.

Charles H. O'Neill, who was confidential

assistant to Skene, was arrested on September 9, on a warrant charging him with perjury. The warrant was issued by Justice Le Boeuf, upon the application of W. T. Jerome, who acted as Skene's counsel in the trial. O'Neill was admitted to \$1,500 bail.

Warrants Issued for 750 Motorists

Warrants charging violation of the East View, O., speed law have been issued for 750 Cleveland motorists, whom Marshall Murphit, of that town, alleges were driving in excess of 20 miles an hour while on their way to the Randall races, a month ago.

Contest Rules for 1911 Are Discussed

Racing rules for 1911 came in for a general discussion last week, when the General Rules Committee of the Manufacturers' Contest Association held an all-day session at the rooms of the Association of Licensed Automobile Manufacturers. Howard E. Coffin, chairman, presided. Many recommendations for changes in the contest rules of the American Automobile Association were finally ratified. Some matters were considered of great importance to be later referred to the entire membership of the association by a mail vote. This vote will have to be recorded before recommendations can be made to the American Automobile Association Contest Board.

All phases of contest rules were considered, most of them having been suggested by experiences in the administration of the regulations governing in this country at the present time. Great enthusiasm and keen interest were shown at the meeting. Discussion was general. The recommendations finally ratified do not become rules until adopted by the Contest Board of the American Automobile Association, and when so adopted will be incorporated in the regulations to govern competition in 1911 and 1912.

Among the subjects taken up were the following:

That the decision of the Technical Committee of the American Automobile Association be final regarding the eligibility of any car to enter contests held under the rules of the A. A. A.; that the importer in stock car and stock chassis events be considered on exactly the same basis as the American manufacturer; that amateur drivers competing in track or road races against professional drivers shall lose their amateur standing.

Other matters considered were the amount to be charged by promoters for entry fees, the prompt reporting in track events of contestants to the starter or his assistant at least (30) thirty minutes before the first race is scheduled, an effort to enlist the interest of the United States Signal or Engineer Corps as observers in really national reliability tours; that a paid Technical Committee be placed at the disposal of the A. A. A. Contest Board next year.

Whether or not the use of demountable wheels which do not involve a change of wheel

bearings or that portion of the hub carrying the bearings shall be considered the same as demountable rims in all classifications, will be submitted to the members at large by a mail vote, as will the proposition to reduce the minimum weight limits in the stock chassis class.

Another important subject of great interest to race followers, which was thoroughly discussed, was the question of the length of time drivers in long-distance events on special speedways would be allowed to continue at the wheel without change. The rules governing 24-hour races were also considered from the same standpoint.

The following members were present:

Howard E. Coffin, chairman of the committee, Hudson Motor Car Co.; A. N. Jervis, American Locomotive Co.; Geo. H. Stout and G. W. Brown, Apperson Bros. Automobile Co.; Jesse Froehlich, Benz Auto Import Co. of America; Geo. Dunham, Chalmers Motor Co.; Herman G. Farr, Knox, Automobile Co.; A. L. Riker, Locomobile Co. of America; C. A. Emise, Lozier Motor Co.; F. F. and C. W. Matheson, Matheson Automobile Co.; M. C. Reeves, Maxwell-Briscoe Motor Co.; Wm. E. Metzger, secretary of the Manufacturers' Contest Association, Metzger Motor Car Co.; Geo. M. Dickson, National Motor Vehicle Co.; Homer George, Nordyke & Marmon Co.; H. O. Smith, vice-president of the Manufacturers' Contest Association, Premier Motor Mfg. Co.; W. B. Hurlburt, E. R. Thomas Motor Co.; W. H. Vandervoort, Moline Automobile Co.; Russell A. Field, assistant secretary-treasurer.

By invitation were present Alfred Reeves, general manager of the Association of Licensed Automobile Manufacturers, a member of the Advisory Committee of the Manufacturers' Contest Association; S. M. Butler, chairman of the Contest Board of the American Automobile Association, and A. L. McMurtry, chairman of the Technical Committee of the A.A.A.

Clubs Struggle for Membership Victory

The rivalry between the New Jersey Automobile and Motor Club and the Automobile Club of Buffalo, N. Y., in the matter of membership, which is of several years standing, is still as keen as ever. The total membership of the New York organization on the first of September was 2,262 and according to an announcement made after the current month's meeting of the Newark club, at which 90 were elected to membership, the roster of the body was close to the 2,400 mark.

5,000 Police Identification Cards Ready

Approximately 5,000 identification cards to be issued by the Police Department of New York City to motorists or others who wish to avoid summary arrest for an alleged violation of the Callan law or any city ordinance are ready for distribution by the police. This distribution, however, will not take place until the Board of City Magistrates has furnished the Police Department with blank summonses.

Lieutenant W. H. Ward, in charge of the police identification bureau, said this week that a number of the summonses in book form have been furnished by the city magistrates, but the required 10,000 will not be ready for another week. Every police officer in Greater New York, from the humble patrolman to the chief inspector, must always have in his possession one of the blank book of summonses, which is about six inches long and two and a half inches wide, so that any citizen about to be arrested and shows the identification card, can be released forthwith for appearance the following morning in the police court.

Lieutenant Ward said that the provisions of the new law and the rules made in regard to the use of the cards are not generally understood. For instance, he said, that numerous firms of lawyers have requested him to send them about twenty application blanks so that they could be filled out by their clients. "I could not do this," said he, "as the rules make it necessary for each applicant to be furnished with only one blank."

The Callan law is the only State law that is mentioned by the Inferior Criminal Courts act under which the new identification cards are issued. So if a person violates another State law, even if it is a misdemeanor, an identification card will be useless in preventing summary arrest.

Lieutenant Ward was of the opinion, too, that if an owner or a chauffeur of an automobile after being arrested for speeding or violation of any city ordinance, and was to be guilty of a disorderly act such as "sassing" the cop the latter could make a summary arrest on a new charge and the card would avail nothing. Lieutenant Ward thought that when the cards system is working in good shape it would seriously interfere with the profits of the bonding companies.

The law specifically states that these cards

were to be available on the first of September.

Commissioner Baker has made the following rules in regard to the issuance of the identification cards:

Cards are issued only to residents of the State of New York, who must be 21 years of age.

Comply with requirements as to photographs. Photographs must be taken with head uncovered, circular in form, two inches in diameter. One must be mounted on the front page of blank in space marked "Photograph," the other unmounted, should be forwarded, attached by a clip to top of application, so as not to injure photo in any manner.

Photographs must be taken on Cyko, Anco or Velox paper.

Fill in the name and residence blanks on front page of application.

Have you ever been convicted of crime? This question, if the applicant has been convicted of any offense, should be answered **Yes**; a misdemeanor, such as violating a health ordinance, exceeding the speed limit, etc., is classified as a crime.

Have you ever been arrested? No matter whether the applicant was discharged in court or not, if an actual arrest was made this question should be answered **Yes**.

The application and all three of the vouchers must be sworn to within the State of New York before a Notary Public or a Commissioner of Deeds.

Vouchers must not necessarily be persons who have employed the applicant. If the voucher has employed the applicant it should be so stated, as indicated in the blank; if not, the word not should be inserted before the words **been in my employ**.

Persons who reside outside of the State of New York but whose place of business is in the City of New York may vouch for the applicant, but the voucher must be sworn to within the State of New York.

Business Men Want Good Roads

The latest body to advocate the improvement of the highways is the Board of Commerce of Detroit, Mich., the hub of the American automobile industry. The Board is seeking the assistance of the farmers in its agitation for better highways and recently sent a petition to every postoffice in Wayne County to secure the signature of the tillers of the soil. The petition asked the supervisors to bond the county for \$2,000,000 for the purpose of improving the roads. In addition, the projected boulevard from Detroit to Toledo is to be carried out

No Perfect Scores in Dai's Run

That Dai H. Lewis can pick likely routes for local reliability contests, as well as for the main event under the auspices of the American Automobile Association, was demonstrated in the first annual reliability run of the Automobile Club of Buffalo, N. Y., which came to a conclusion on September 10, after the participants had had four day's traveling over roads of all sorts in northern New York State. Not one of the twelve cars that started in the approximately 800-mile tour finished with a perfect road and technical score. The nearest approach to perfection was the performance of the Maxwell car, driven by Charles E. Munroe, which had a perfect road score and was only penalized 5 points by the Technical Committee.

For its showing, the entrant of the Maxwell was awarded the Enos trophy, donated by President Laurens Enos, of the Automobile Club of Buffalo, as a prize to the owner of the car making the best performance, irrespective of class. To be permanently owned, the prize must be won three times, not necessarily in succession. The Hudson car, driven by Tate, which had been penalized 3 points for road work, had the second best final score, 9 points.

The trophy is made of copper and is decorated with pieced designs of sterling silver which are applied upon the copper by a process which combines the two metals. The background is finished in Sultan bronze and this offers a rich and harmonious contrast to the silver. The trophy is 18 inches high, the spread across the handles is 24 inches, the diameter of the base is 14 inches, the round column supporting the upper portion is four inches in diameter and aside from vertical designs in silver bears two shields, suitably inscribed. A heavy gold plated lining is fitted into the upper portion of the cup. The face of the upper portion is decorated on both sides with automobile designs and underneath are 24 silver panels continuing around the cup. The trophy has two handles, both of which are decorated with running designs in silver and at the ends are automobile wheels upon which are the club emblem. The trophy was built from designs prepared by the Heintz Art Metal Shop of Buffalo especially for Laurens Enos, who offered the trophy.

The winning Maxwell was entered in the runabout class 4-A, made up of cars selling

from \$1,201 to \$1,600. Others to carry off honors in this division were Haycock, in the Reo, with 48 points, and Kelley, who drove a Regal. The latter had a score of 91 points. In the class for touring cars, selling for \$1,601 and upwards, Gallatin, driving a Pullman, was



THE LAURENS ENOS TROPHY

first and Art Messler, who drove a car of the same make, was second. Each had a score of 36 points. This was Class 4-A. The winner in Class 3-A, for cars selling from \$1,201 to \$1,600, was Louis Engel, in a Cartercar, which had a perfect road score, but was penalized 38 points by the Technical Committee. A Parry car, driven by Lester Dull, won second place in this division, having a final score of 67 points. Third place was awarded a Regal, driven by Schaum, which had 97 points marked against it. G. M. Wolfe, driver of Oakland No. 17, was the victor in the runabout class, for cars selling from \$1,601 and upwards. He had a score of 130 points. In the runabout division, for cars selling from \$801 to \$1,200, Tate's Hudson was the winner, with a score of 9 points, while Richardson's Oakland was second with 32 points marked against it. A Maxwell, driven by Schoenthal, was the winner of the class for runabouts selling under \$800. He had a score of 143 points.

The tour was an immense success and attracted considerable attention from motorists throughout the upper section of New York. Each day's run started and ended in Buffalo, and while the routes selected by the genial

pathfinder, Dai Lewis, were not as strenuous as some of those he picked for other events, they were of a nature that made the drivers pay attention to business.

On the first day of the run the cars lined up at Main and Edwards Streets just after day-break, and at 5:30 the pacemaker, Chairman Orson E. Yeager, started. He was followed by the E-M-F. "30", pathfinder and pilot car, containing Dai H. Lewis. Commencing at 6:30 o'clock Starter Augustus H. Knoll sent the contestants off at minute intervals. The twelve cars got away in the following order:

1, Parry (Lester Dull); 2, Regal (R. D. Schaun); 4, Pullman (Gallatin); 5, Pullman (Art Messier); 7, Cartercar (Louis Engel); 11, Maxwell (A. G. Schoenthal); 12, Maxwell (C. F. Munroe); 14, Regal (T. J. Kelley); 15, Reno (Haycock); 17, Oakland (H. A. Bauer); 18, Oakland (Richardson), and 20, Hudson (Tate).

The cars were divided into two classes, touring and runabout, and each had a different running schedule.

The route on this day led to Rochester and return, a total distance of 195.8 miles, and included the following cities: Pine Hill, Clarence, Corfu, East Pembroke, Batavia, Byron, Bergen, Brookport, Wright's Corners, Olcott, Youngstown, Lewistown and Niagara Falls. Except for spots near Lewiston and Niagara Falls, the roads were in very good condition. Five counties were passed through.

Although the day's run was not a very severe one, the tourists were relieved when Buffalo was again reached in the afternoon. Of the twelve starters, all but five finished the first lap with perfect scores. The five cars that fell from the perfect score division were penalized for trivial mechanical mishaps. One of the Maxwell runabouts developed short circuit in its ignition and was penalized 22 points for a broken seal. The only accident of the day occurred when the Regal touring car, No. 2, went into a ditch about ten miles out from Pine Hill, and had to be towed out. None of the occupants was injured. The cars penalized were Oakland, runabout, 28 points; Reo, runabout, 21 points; Regal, runabout, 2 points; Regal, touring, 3 points, and Maxwell, runabout, 22 points.

One car fell by the wayside on the second day's run, which was 199.9 miles through the grape belt section of the State. The Parry, driven by Lester Dull, in the touring class, was the unfortunate car, being penalized 3 points.

The run was uneventful, the roads being slightly more hilly than on the initial day of the run, but they were in good condition, and the cars had no difficulty maintaining the schedule required. The route was out the south side of the city to Hamburg, Eden, Silver Creek, Fredonia, Westfield, Jamestown, Randolph, Salamanca, Ellicottville, Springville, East Aurora and back to Buffalo. The noon control was located at Jamestown, into which place the contestants were escorted by a delegation of local motorists. The cars with perfect scores at the end of the second day were the two Pullmans, Cartercar, Maxwell, Oakland and Hudson. The Regal No. 2 had been penalized 6 additional points; the No. 11 Maxwell, 3 points, and the No. 18 Oakland, 30 points.

On the third day of the tour, when the cars were compelled to travel 206.4 miles through a picturesque section of New York, the going was the worst of the tour up to date. When the observers' cards were examined at the end of the day's run it was discovered that the clean score division had been reduced to four cars—two Pullmans, a Cartercar and a Maxwell. The perfect score Oakland and the Hudson were penalized during the day.

One accident occurred during the day to mar the record of the run. As the Oakland, driven by Richardson, was approaching the city line on the return trip, a man on a bicycle darted in front of the car. Richardson, in order to avoid striking the man, had to steer his car off the road, and it crashed into a telegraph pole. The fender and front axle were dragged, but the car was able to complete the run to the city.

The tourists received an enthusiastic reception all along the route, which was from Buffalo to Tonawanda, Lockport, Albion, Holley, Byron, Pavilion, Genesco, where the noon control was located. The return trip was by way of Conesus and Hemlock Lakes, Springwater, Scottsburg, Mount Morris, Warsaw, East Aurora and Gardenville.

The total scores of the contestants up to this stage of the tour were as follows: Parry, 10 points; Regal, 9 points; Pullman, perfect; Pullman, perfect; Cartercar, perfect; Maxwell, 72 points; Maxwell, perfect; Regal, 44 points; Reo, 21 points; Oakland, 3 points; Oakland, 58 points, and Hudson, 2 points.

The run came to a conclusion on Saturday afternoon, when all of the contestants finished

the 800-mile run in front of the club house. The four perfect score cars that started on the final day's run returned to the city in the afternoon with clean slates. They were the two Pullman cars, the Cartercar and the Maxwell driven by C. F. Munroe in the runabout class. Immediately after the finish the cars were examined by the Technical Committee to learn of any defects that might have developed during the four days that they were on the road.

The final day's route was to Hornell and Wellsville, by way of East Aurora and Chaffee. Returning, the cars followed a course leading through Portageville, Castile and Attica. The roads were rough and the contestants were kept on the alert all the way. The fording of

Cazenovia Creek was one of the features of the day. The cars went up and down mud banks and through two feet of water in the creek. After East Aurora was passed hills and curves were encountered in great numbers. At Hornell the tourists received an enthusiastic welcome from the Hornell automobilists, and were escorted to the Sherwood Hotel, where luncheon was had.

The final road scores of the cars were as follows: Parry, 14 points; Regal, 9 points; Pullman, perfect; Pullman, perfect; Cartercar, perfect; Maxwell, 76 points; Maxwell, perfect; Regal, 44 points (incomplete); Reo, 21 points; Oakland, 3 points; Oakland, 60 points (incomplete), and Hudson, 3 points.

Wants to Add Trade Membership

At the annual meeting of the Wisconsin State Automobile Association in Milwaukee during the State Fair next week, an effort will be made to form an organization of State dealers and manufacturers, and for this purpose invitations have been sent out to more than 500 men identified with the automobile trade in Wisconsin to attend a meeting following the session of owners.

That the State organization is a progressive one is proved by the growth of the membership during the past year. It jumped from 350 to 1,251, and now includes, besides individual members, the following eighteen clubs, many of which were formed this year under the direction of the W. S. A. A. Besides taking up the question of road membership, the association is booming a good roads movement.



ELBERT HUBBARD HAS A NEW JOY

Briton Wins \$22,100 at Aviation Meeting

Winning all the larger prizes by his daring flights in his Farman biplane and Bleriot monoplane, Claude Grahame-White, the English aviator, was the richer by \$22,100 on September 13, when the Harvard-Boston aviation meet at Squantum, Mass., was officially closed, than he was when it started. But so successful had been the meet, from a financial standpoint, that the promoters decided to continue it for the remainder of the week.

One result of the ten days of flying was to show the superiority of the Wright biplanes over the 16 or 17 other aeroplanes at the meet. No matter what kind of weather, the Wright biplanes were sent aloft on their flights, and demonstrated their worth in altitude climbing, dirigibility, distance flying, duration, accuracy, stability and general "airworthiness."

Much disappointment was caused by Glenn H. Curtiss refusing to compete in the race around Boston light. He won the speed contests at Rheims, France, and it was generally supposed that he would lower the Englishman's record at Squantum. But his machine was a half-minute a mile slower than the Bleriot driven by White, and Curtiss frankly confessed that he had no chance to win first place for the \$10,000 prize money.

Although the meet at Asbury Park, N. J., paid dividends to its backers, it could not compare with the financial returns received from the Squantum met. On the most bleak and dismal days the attendance never fell below 10,000, and several times the crowd numbered more than 50,000 within the confines of the aviation field. Added to this, fully 100,000 more saw the flights daily from the surrounding places, and excursion boats plying in Boston Harbor did a thriving business in cruising back and forth just off the aviation field.

President Taft was an interested spectator when Mayor John F. Fitzgerald made a short flight with White on September 8. The day, however, was far from being an ideal one, and, although the professional fliers went through the scheduled events, no records were broken, and the flying lacked much of the spectacular and sensational nature which has heretofore characterized it.

White invited President Taft to take a flight with him, but the chief executive of the United States hastily declined that honor. His wife

and daughters also declined White's invitation, but young Charley Taft, who was eyeing the aviator wistfully, was not given a chance to decline. But Mayor Fitzgerald was not so backward. He went aloft with the Englishman, and seemed to enjoy the sensation.

Brookins gave the President a surprise by making one of his spectacular descents. Johnstone tried to equal the altitude record, but the wind was too strong for him. Willard carried Lieutenant Bailey, of the torpedo destroyer Stringham, aloft, and when he descended he told the President that flying "knocked spots" out of the naval service.

Making a start in 26 feet 11 inches, White established a new record on September 9 for a short getaway. But this was all he could do for the day, although he tried for the endurance record. While making a descent his biplane was caught in a gust of wind and tilted so that its wings struck the ground. Before he could check the plane's momentum it had slid along the ground for some distance, and several of the struts were broken. The plane was also smashed. White escaped injury.

Eben S. Draper, Governor of Massachusetts, accompanied by his gaily uniformed staff, attended the meet, but owing to a heavy wind the aviators were unable to show him any of the flights which have been causing so much talk throughout the Bay State. But Johnstone, Brookins and Willard made short flights, and White did his best to give the chief executive of the Commonwealth an adequate idea of the feats an aviator could do in his frail craft.

Brookins gained fresh laurels on September 10, when he established a new world's record for accuracy in landing. He dropped down from more than a mile in the sky and landed within twelve feet and an inch of the center of the circle. Then he brought his machine to a stop, with the motor exactly over the center. It will be impossible to lower this record, as it is a perfect one.

Johnstone also made a new record for this country. In the duration contest he remained in the air for 2 hours 3 minutes 53-5 seconds, covering in that time a distance of 62 miles, 3,756 feet. Although foreign aviators have done better than this abroad, they have not been hampered with the handicaps which beset Johnstone, and Wright congratulated him.

Another thing which added a peculiar zest to the sport on the 10th was the bomb-dropping contest between Wright and Curtiss. Curtiss was alone in his machine and had to run his motor and guide his plane while he was discharging the bombs. Wilbur Wright, on the other hand, was merely a passenger, Brookins running the aeroplane, and he, therefore, sent his bombs with much greater accuracy than Curtiss could obtain.

One world's record and two American records were broken before the aviators finished their work on September 12. And all three fell to Johnstone, who set new figures for accuracy, duration and distance events. White also took a hand in the flying and went out around Boston light in the remarkably fast time of 34 minutes $1\frac{1}{2}$ seconds, which is just a little more than a mile a minute for the 33 miles of the course. Part of the trip was made at a considerably better speed.

Another thing which went to make the day a remarkable one, was the shooting of Lieutenant J. E. Fickel, 29th Infantry, U. S. A., who, while traveling at the rate of 30 miles an hour some 100 feet above the ground and firing with a regulation Springfield rifle loaded with service ammunition, managed to send his bullets within a two-foot bull's eye on the ground.

Wilbur Wright, flying as a passenger of Brookins, tried his hand at hurling bombs at the imitation battleship and every one of his 39 shots landed on a vulnerable part of the dummy war vessel. The day was easily one of the best of the meet and the events were witnessed by a crowd of more than 50,000 persons.

Johnstone started the day's events about 3.30 in the afternoon, mounting into the sky in his Wright biplane, avowedly for the purpose of setting new marks in the distance and duration flights. He circled the course with a monotonous regularity that was more or less trying. In order to hold the interest of the spectators, he varied his performance by taking short glides and dipping once or twice.

Then about 4 o'clock White made a good start and tried to beat Johnstone. In a few minutes it was a race between the two and the crowds were applauding vigorously. White, although flying a mechanically faster machine, was no match for the Wright pupil and was out-jockeyed all the time, Johnstone flying around White and making the English-

man take the back wash from the Wright propellers.

While Johnstone and White were racing, Brookins, carrying Wilbur Wright as a passenger, was circling over the dummy battleship upon which a storm of bombs was being showered. In addition to this, Willard in a Curtiss biplane was carrying Lieutenant Fickel over a row of targets and the popping of the army man's rifle sounded high over the snorting of the exhausts of the four planes which were in the air at the same time.

Johnstone's first record was obtained for his duration flight, he remaining in the air for three hours, five minutes and 30 seconds. During that time he covered 97 miles 4,666 feet, which was the second record to fall to him. Then to show the other aviators that Brookins was not the only man in the Wright camp with a good sense of distance, he landed within five feet four inches of the mark, bettering Brookins' landing record, and equalling his stopping record, he doing the same as his opponent had done, that is, bringing his plane to a standstill directly over the mark.

Curtiss made an attempt to fly around the Boston light, but he had trouble with his carburetor and was forced to descend after making three laps of the course. In landing he came down in the swamp bordering the Neponset River and it was some time before his helpers could get his machine back to the aviation field.

The last day of the meet failed to bring any sensational feats by any of the aviators. They contented themselves with making short flights and explaining the points of their machines to the interested thousands who thronged the field. All the stars of the meet gave brief exhibitions.

The United States Aeronautical Reserves—intended to include in its membership all the aviators of the country and to bear a distinct relation to the government, which shall have the services of its members in time of need—has completed its organization in Boston, Mass., as a result of the endeavors of James Barry Ryan and Clifford B. Harmon, of New York, aided by high army and navy officials. The following officers have been elected: Commodore, James Barry Ryan, New York; chief of staff, Clifford B. Harmon, New York; general board, Cortlandt Field Bishop, Herbert L. Satterlee and Mr. Harmon. Organization

will be perfected in each State in the Union, much along the lines of the national guard.

The prizes for the meet were awarded as follows:

To Claude Grahame-White—Globe prize, \$10,000 (won with Bleriot monoplane); bomb dropping prize, \$5,000 (Farman biplane); speed, West prize, \$3,000 (Bleriot); altitude, second prize, \$2,000 (Bleriot and Farman); duration, second prize, \$1,000 (Bleriot and Farman); distance, second prize, \$1,000 (Bleriot and Farman); getaway, first prize, \$1,000 (Bleriot and Farman). Total, \$22,100.

To Ralph Johnstone (all won with Wright biplane)—Duration, first prize, \$2,000; distance, first prize, \$2,000; accuracy, first prize, \$500; slow lap, second prize, \$500. Total \$5,000.

To Walter Brookins, all won with Wright biplane)—Altitude, first prize, \$3,000; accuracy, second prize, \$250; slow lap, first prize, \$1,000. Total, \$4,250.

Glenn H. Curtiss (won with Curtiss biplane)—Speed, second prize, \$2,000.

Charles F. Willard (won with Willard model, Curtiss type biplane)—Getaway, second prize, \$50.

First prizes (cups) in the amateur events were all won by Clifford B. Hermon, of New York, flying a Farman machine.

Mr. Harmon won the following firsts: Harvard cup for bomb throwing, valued at \$5,000; speed cup, valued at \$1,000; duration cup, valued at \$1,000; three slow lap cup, valued at \$500. Total values, \$7,500.

W. Sterling Burgess (Burgess Company and Curtiss Biplane)—Duration, second prize, cup, valued at \$250.

Almost Flew the Irish Sea

After flying for more than 60 miles across the Irish Sea and being out of sight of land for 40 miles of his flight, Robert Loraine failed to finish his flight across the sea by a scant 60 yards. The aviator left Holyhead, England, shortly before noon on September 11 and sailed right out across the Irish sea.

When he was about ten miles out he ran into a thick haze and was forced to depend on his compass to keep to his course. When about half way across the sea, one of the supporting wires on his port wing parted and for a time he was forced to circle, before he could repair the mishap. After passing the Kish lightship in Dublin Bay, he made for Howth Hill, a lofty promontory. His altitude was but 400 feet, however, and this was not high enough to enable him to clear the rocks on the coast.

Circling back to sea he attempted to gain a higher altitude and was rapidly getting to the necessary height when the broken wire again parted and the machine slid downward rapidly.

Loraine attempted to glide to land, but when he was 60 yards from the shore, the machine fell into the water. Loraine freed himself from the wreck and swam ashore. The wrecked aeroplane was salvaged by the steamer Aldena.

Hawthorne Track an Aviation Field

The Hawthorne race track, just outside the limits of Chicago, Ill., has been leased for the Chicago aviation meet, which will be held there from October 1 to October 8. The track will also be used by the contestants in the \$25,000 aeroplane race between Chicago and New York, October 8 and 15. This last is the contest under the auspices of the *New York Times* and the *Chicago Post*.

The race track is being remodeled to suit the needs of the aviators and all obstructions will be removed and the park will be leveled off so that the operators of the aeroplanes will have no trouble in starting or landing.

Among the aviators who have entered for the Chicago-New York flight are Glenn H. Curtiss or representative, Charles K. Hamilton, T. C. Shriver, J. C. Mars, J. A. D. McCurdy, Joseph Seymour, Captain Thomas S. Baldwin, Charles F. Willard, James Radley, Charles G. Harmer.

Moissan Dreams a Dream

When John B. Moissan was presented with the *London Daily Mail* Cup for his Paris-London flight, he ventured a prophecy that within the next five years aeroplanes would be constructed of metal, fitted with a 200 hp. motor and, with a speed of 100 miles an hour, be making regular trips across the Atlantic Ocean. He said that within the next six weeks he would try out a new aeroplane of his own design, and that he expected it to be the forerunner of the flying machines of the future. In describing his new machine, he refused to go into details, but said that it is of metal and that it is fitted with a more powerful motor than any now in use by other aviators. His new machine, he added, is a monoplane.

Meet for Baltimore, Too

The Aero Club, of Baltimore, will hold an aviation meet near that city on October 31. Flights will be made over a course connecting the Maryland city with Washington.

Says Driver is Punishable for Speeding

Holding that the State had failed to prove its case, Recorder Nott, of East Orange, N. J., ruled that a corporation could be found guilty of speeding an automobile on the public highway, but that ordinarily the driver, and not the owner, is responsible for any infraction of the law. This ruling was given in the case of the Montclair Garage and Machine Company, which was charged, last June, with exceeding the ordinances limiting the speed of a motor vehicle in East Orange.

A policeman and a police commissioner saw a car, bearing the number 90 M, making more than 20 miles an hour on a public highway. The number enabled the police to identify the owner. The recorder's decision, in part, was as follows:

After a careful consideration of the testimony, I fail to find anywhere that the State has shown that the defendant corporation permitted or allowed a machine controlled by it to be operated as alleged in the complaint. The only testimony bearing on this point is the evidence of Commissioner Boteler and Officer Macdonald, which is to the effect that they saw a car driven on the above-mentioned streets, and bearing the letters 90 M., propelled at a greater speed than permitted in the act. Neither of these witnesses can identify the person in charge of the machine, nor has the State shown that the defendant corpora-

tion had knowledge or permitted their machine to be operated in violation of the act. Under the statute passed in 1906 that section allows every manufacturer or dealer in automobiles, instead of registering each automobile owned or controlled by him, to make application for a registration number.

This action, in allowing a dealer to operate under a number commonly known as a manufacturer's number, merely provides for a mode of identification, and I fail to find anywhere in this act a provision that the owner of an automobile is responsible in a penal action for the acts of his servant unless he knowingly or wilfully permits or authorizes such a violation.

It is my opinion that under a prosecution under the act of 1906 and as amended in 1909, this act is a penal statute, and as such must be construed strictly.

It is held that a penal statute can never be extended by implication and a case which does not come within its words shall not be brought into it by construction; therefore, it is my opinion that the State has failed to show that the defendant corporation knowingly permitted a motor vehicle owned and operated by it to be operated in violation of the statute of 1906. As to the contention in the defendant's brief that a corporation is not liable under the act of 1906, it is in my opinion erroneous.

The act seems perfectly plain that a corporation guilty of violating the above-mentioned act can be convicted of violation. Therefore, I find the defendant not guilty."

Ferried 4,000 Cars Over Long Island Sound

That Long Island highways have been as attractive to motorists this year as in the past is proved by the fact that the ferry for automobiles crossing Long Island Sound between Rye, N. Y., and Sea Cliff, L. I., has carried more than four thousand cars over the seven-mile stretch of water so far this season. The ferry company makes it a rule to carry every thousandth car free, and, strange to say, the last two trips have been won by well-known aviators. A little more than two weeks ago Clifford B. Harmon was No. 3,000 while on his way from his home in Greenwich to the Mineola aviation field, from which point he returned to Greenwich in his airship in his memorable flight across the Sound. Last Sunday Harry S. Harkness, Jr., who has purchased the patent rights of a well-known French monoplane, was No. 4,000.

Many Westchester and Connecticut motorists are using the ferry these days to get over

to the Long Island Motor Parkway, which is only a short distance from Sea Cliff. Prior to the two big automobile races, on October 1 and 15, the boat will run all night to accommodate the many cars that are coming from as far as Boston. The ferry will be altered so that fifty cars a trip can be accommodated.

Sign-Posting Activities in New Haven

The first fall meeting of the Automobile Club of New Haven, Conn., was held on September 13 and plans discussed for the club run, which is proposed for the near future. W. T. Dill and Wilbur A. Maynard, of the Contest Committee, have had the matter under consideration and had many suggestions to submit to the officials at the meeting. The club has erected sign-posts on many of the roads near New Haven, the signs giving directions for the shortest and best routes to Hartford, New London, New York, Boston and other places.

Says Glidden is a Sporting Contest

That the Glidden tour is a sporting contest, despite the interest in it taken by the trade, is evidently the view taken by Judge Putnam, and he is strongly of the opinion that all disputes in sporting matters must be settled by the sports-promoting body itself, through its commission appointed for just such purposes. He, therefore, upholds the decision of the Contest Committee, which found that a Chalmers car was entitled to possession of the famous trophy for one year.

The considerations which led Judge Putnam to form this opinion are set forth at some length in the opinion prepared by him. This opinion is as follows:

This is a motion to continue the temporary order of July 23rd, restraining the delivery of the 1910 Glidden Trophy. The referee, Mr. A. H. Whiting, decided in favor of plaintiff's car. The Contest Board, however, sustained an appeal and awarded the trophy to the Chalmers Motor Company. Plaintiff charges that this action of the Contest Board was unwarranted, being against the Association rules, contrary to the terms and conditions under which the contest took place, and a breach of the trust created by the donor's deed of gift. This suit seeks to set aside the decision of the Contest Board and to reinstate plaintiff as winner.

In 1905, Mr. Charles J. Glidden offered this trophy for yearly competition under the terms of a deed of gift to the American Automobile Association, providing for the adoption of rules to govern such contests. This was to be a reliability run, since called the "Glidden Tour." The deed of gift (as later modified) declared that this trophy should be competed for annually by members of the Association, and that the winner should hold the trophy until won by another. The A. A. A. had adopted various rules through its Contest Board, to which has been delegated the regulation of such competitions. In March, 1910, the Contest Board issued advance copies of a set of rules, called the 1910 Contest Rules, intended to govern the various competitions to be conducted under sanctions issued by that Board on behalf of the Association. These were subdivided to apply to many different contests, including reliability tests.

The purpose of the Glidden Tour is to try out and test the endurance of what manufacturers call a "stock car," that is, a car such as is regularly sold to purchasers, and not one specially equipped for a contest. In the rules for 1910, the entrant was required to file a stock car certificate of description, in which the details of the car were fully set forth. A technical committee was to make a preliminary inspection of the stock car to determine if it corresponded with the stock car certificate. Various provisions were made as to the examination and report by this technical

committee, as well as regulating the penalties in the contest after the cars should have entered upon the tour.

Plaintiff was the entrant in the 1910 contest of a Premier car. In the certificate of description was mentioned a hand oil pump and oil tank. This car was duly examined by the technical committee and declared to be eligible. During the tour, a protest was made, upon the claim that this hand-pump to inject oil into the crank-case of the engine of the Premier car was not a part of the regular stock equipment. At the conclusion of the tour, in which plaintiff's car showed the best score, this protest was considered by the referee, who deferred action until he had received a special report from one of the technical committee who had visited the factory of the Premier Motor Manufacturing Company. Subsequently, the referee overruled the protest and declared plaintiff's car the winner. The Chalmers Motor Company, who had entered a car in the name of the defendant George W. Dunham, appealed from this decision to the Contest Board, which, after notification to the plaintiff, took up the appeal on July 21st, and after receiving proofs by affidavit and hearing arguments, on July 22nd, sustained the appeal of the Chalmers Motor Company, on the ground that there was no sufficient evidence to prove that the auxiliary oil tank and pump equipment was stock equipment, so that the Premier Company had failed to furnish evidence sufficient to establish the stock status of its cars entered in respect to this lubricating equipment, and for that reason the Premier cars were disqualified.

It is a primary principle of all sporting contests that rules must be made by the bodies conducting them, and that those regularly appointed must decide who wins. The entrants in such competition, as a matter of fairness, agree to abide by the decisions of the umpires, referees, or boards having jurisdiction, as the rules may provide. Especially is this true in a contest where the points of eligibility are highly technical, and the Association is composed of experts who themselves are well fitted to judge. Before a dissatisfied entrant can ask the courts to interfere and set aside the rulings of a sport-governing body, there must ordinarily be evidence of fraud, either by a competitor, or by the official making the decision. The track judges, umpires, referees, executive committees, and governing boards of such associations are supreme within themselves when acting under their recognized authority. If they give the parties concerned a fair opportunity to be heard, and there is evidence on which their findings can be based, their decisions, in the absence of fraud, are not subject to judicial review. Thus, Judge Gildersleeve, delivering an opinion reversing a special term order which granted an injunction in favor of a disqualified contestant at a race track, said:

"When the original contract was entered into, * * *, the owner of the said colt, in effect,

Automobile Topics Speed Table

USEFUL FOR AUTOMOBILE RACES

The fraction of the second is always reckoned at the 1-5 above the actual fraction.

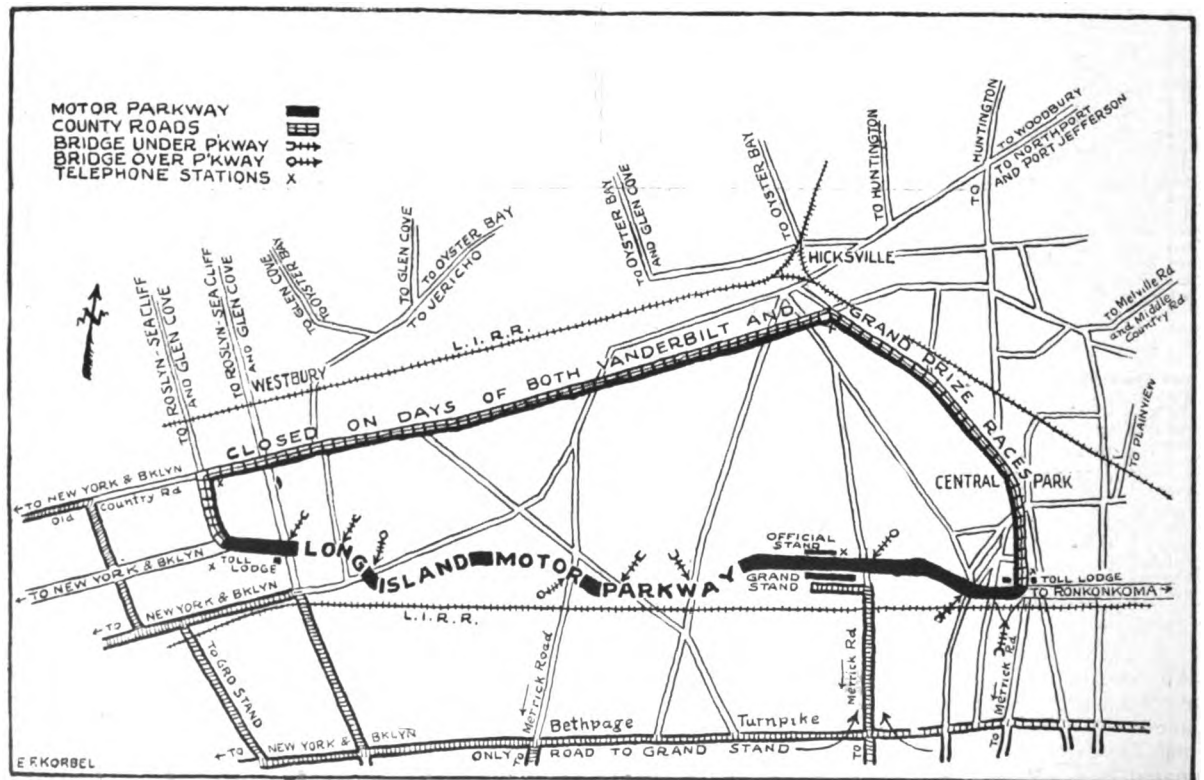
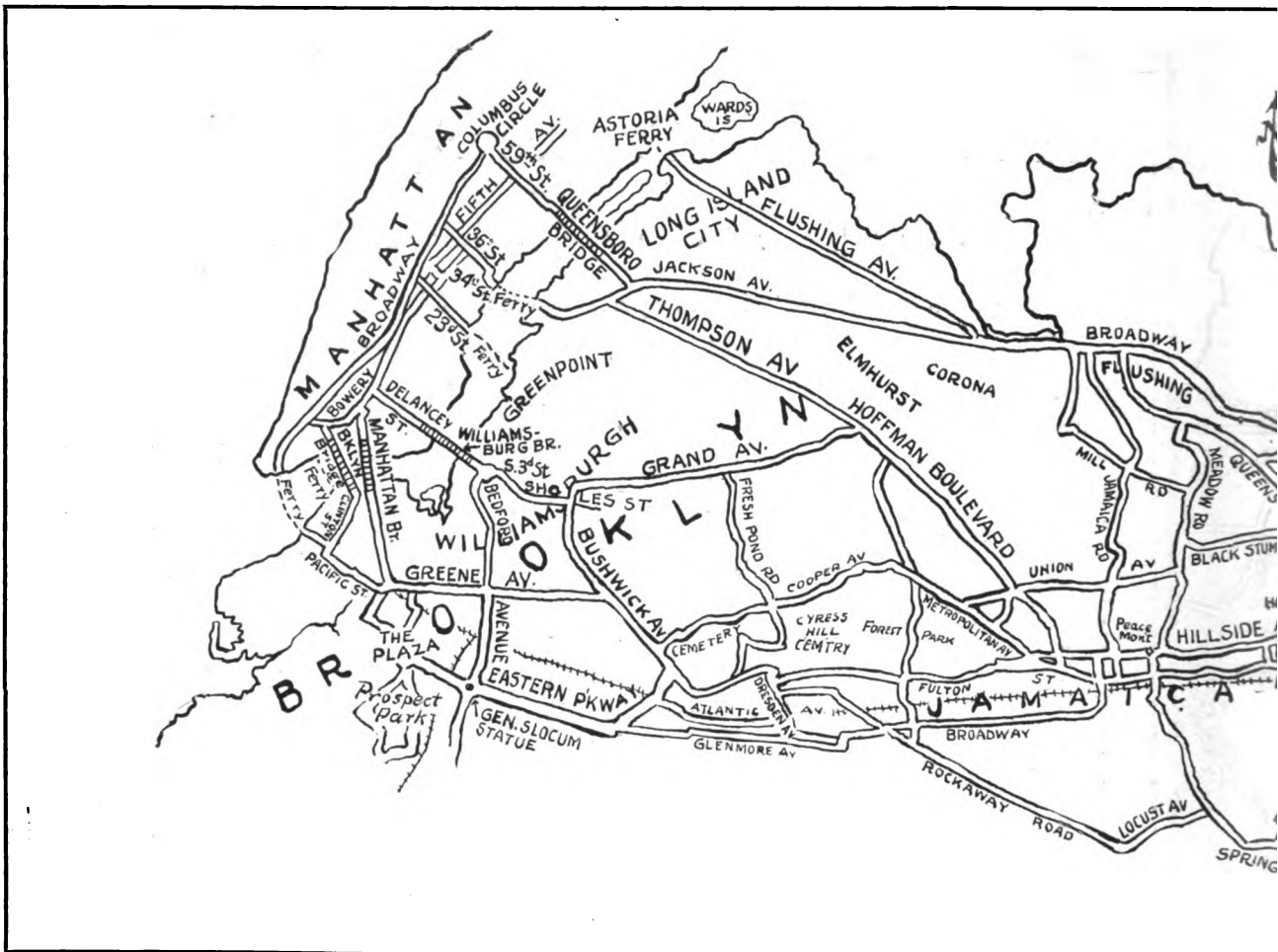
The fraction of the foot is reckoned at the nearest 1-4.

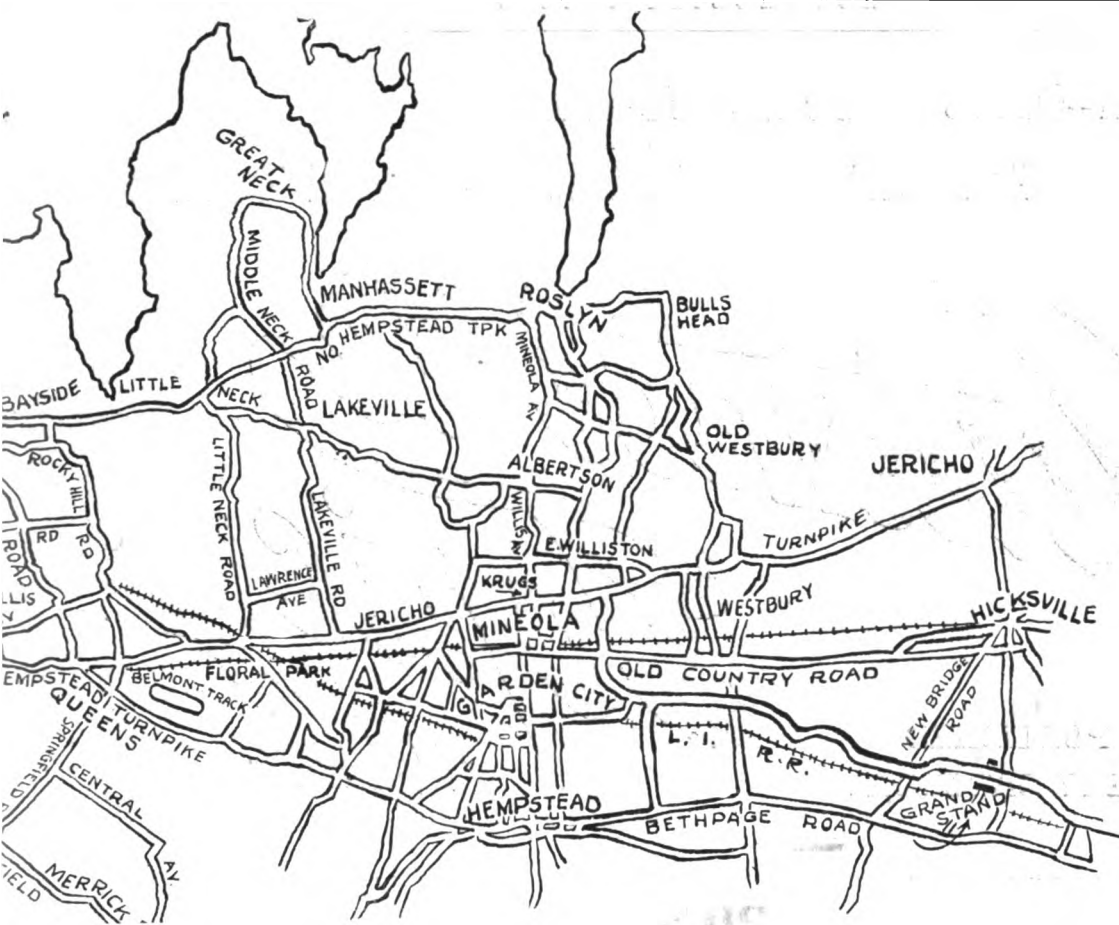
Miles per hour	Per mile m. s.	Feet per sec.	Miles per hour	Per mile m. s.	Feet per sec.
8 equals	7 30	11 3-4	58 equals	1 2 1-5	84 3-4
15 "	4 00	22	59 "	1 1-5	86 1-4
16 "	3 45	23 1-2	60 "	1 00	88
17 "	3 31 4-5	25	61 "	59	89 1-2
18 "	3 20	26 1-2	62 "	58 1-5	90 3-4
19 "	3 9 2-5	28	63 "	57 1-5	92 1-4
20 "	3 00	29 1-2	64 "	56 1-5	94
21 "	2 51 2-5	31	65 "	55 2-5	95 1-4
22 "	2 43 3-5	32 1-4	66 "	54 3-5	96 3-4
23 "	2 36 3-5	33 3-4	67 "	53 4-5	98 1-4
24 "	2 30	35 1-4	68 "	53	99 1-2
25 "	2 24	36 3-4	69 "	52 1-5	101 1-4
26 "	2 18 3-5	38 1-4	70 "	51 2-5	103
27 "	2 13 1-5	39 3-4	71 "	50 3-5	104 1-2
28 "	2 8 3-5	41	72 "	50	105 3-4
29 "	2 4 1-5	42 1-2	73 "	49 2-5	106 1-4
30 "	2 00	44	74 "	48 3-5	108 3-4
31 "	1 56 1-5	45 1-2	75 "	48	110
32 "	1 52 3-5	46 3-4	76 "	47 2-5	111 1-2
33 "	1 49 1-5	48 1-2	77 "	46 4-5	112 3-4
34 "	1 45 4-5	50	78 "	46 1-5	114 1-4
35 "	1 42 4-5	51 1-4	79 "	45 3-5	115 3-4
36 "	1 40	52 3-4	80 "	45	117 1-4
37 "	1 37 2-5	54	81 "	44 2-5	119
38 "	1 34 4-5	55 3-4	82 "	43 4-5	120 1-2
39 "	1 32 1-5	57 1-4	83 "	43 2-5	121 3-4
40 "	1 30	58 1-2	84 "	43	122 3-4
41 "	1 27 4-5	60 1-4	85 "	42 2-5	124 1-2
42 "	1 25 4-5	61 1-2	86 "	42	125 3-4
43 "	1 23 3-5	63 1-4	87 "	41 2-5	127 1-2
44 "	1 21 4-5	64 1-2	88 "	41	128 3-4
45 "	1 20	66	89 "	40 3-5	130 1-4
46 "	1 18 1-5	67 1-2	90 "	40	132
47 "	1 16 3-5	69	91 "	39 3-5	133 1-2
48 "	1 15	70 1-2	92 "	39 1-5	134 3-4
49 "	1 13 3-5	71 3-4	93 "	38 4-5	136
50 "	1 12	73 1-4	94 "	38 2-5	137 1-2
51 "	1 10 3-5	74 3-4	95 "	38	139
52 "	1 9 1-5	76 1-4	96 "	37 3-5	140 1-2
53 "	1 7 4-5	78	97 "	37 1-5	142
54 "	1 6 1-5	79 3-4	98 "	36 4-5	143 1-2
55 "	1 5 2-5	81	99 "	36 2-5	145
56 "	1 4 1-5	82 1-4	100 "	36	146 1-2
57 "	1 3 1-5	83 1-2			

Speed Table of 1910 Vanderbilt Cup and Grand Prize Course

1 LAP, 12.64 MILES, EQUIVALENT TO

Distance	Time per lap m. s.	Miles per hour	Rate per mile m. s.	Distance	Time per lap m. s.	Miles per hour	Rate per mile m. s.
1 lap	9 28 4-5	80	45	1 lap	13 1-5	62	58
1 "	9 36 2-5	79	45 3-5	1 "	12 25 4-5	61	59
1 "	9 44	78	46 1-5	1 "	12 38	60	1 00
1 "	9 51 1-2	77	46 4-5	1 "	12 50 3-5	59	1 01
1 "	9 59	76	47 2-5	1 "	13 03 1-5	58	1 02
1 "	10 06 4-5	75	48	1 "	13 18 2-5	57	1 03 1-5
1 "	10 14	74	48 3-5	1 "	13 32 4-5	56	1 04 1-5
1 "	10 24 2-5	73	49 1-5	1 "	13 46 1-5	55	1 05 2-5
1 "	10 32	72	50	1 "	14 01 2-5	54	1 06 3-5
1 "	10 40 1-5	71	50 4-5	1 "	14 19 1-5	53	1 08
1 "	10 49 3-5	70	51 2-5	1 "	14 34 1-5	52	1 09 1-5
1 "	10 59 4-5	69	52 1-5	1 "	14 52	51	1 10 3-5
1 "	11 10	68	53	1 "	15 09 3-4	50	1 12
1 "	11 20	67	53 4-5	1 "	15 27 3-5	49	1 13 1-2
1 "	11 30 1-5	66	54 3-5	1 "	15 47 3-5	48	1 15
1 "	11 40 1-5	65	55 2-5	1 "	16 07 4-5	47	1 16 3-5
1 "	11 50 4-5	64	56 1-5	1 "	16 28 3-5	46	1 18 1-4
1 "	12 03	63	57 1-5	1 "	16 50 4-5	45	1 20





Automobile Route from Brooklyn to Official Grand Stand

Leave Long Island Automobile Club at main entrance to Prospect Park. Eastern Parkway to Bushwick Avenue, turn right. Bushwick Avenue to Highland Boulevard, turn left (brick pavement). Highland Boulevard, passing reservoir down hill, to Fulton Street. Cross trolley tracks into Dresden Street. Turn left on Ridgewood Avenue, following Ridgewood Avenue under Elevated R.R., to end of street. Turn right one block. Turn left on Rockaway Road (macadam), crossing Long Island R. R., to point where trolley car is met.

Turn left on Broadway (macadam), follow Broadway over Long Island R. R. tracks at Ozone Park to Lefferts Avenue, over Long Island R. R. tracks to point where Long Island R. R. tracks and trolley converge. Proceed one block, passing Carnegie Library, to Hillside Avenue. Turn right on Hillside Avenue, passing under Long Island R. R.; pass Dishbrow's Garage; pass Peace Monument in Jamaica. Pass Jamaica Estates to Queens Road (indicated by sign-board); turn right. Follow Queens Road to Jamaica Avenue. Turn left one block, following trolley,

which bears to the right on Queens-Hempstead Turnpike, passing Belmont Park, passing through Elmont and Franklin Square to Hempstead. Keep straight on, passing new bank building on the right, Long Island R. R. on left, into the Bethpage Turnpike. Follow Bethpage Turnpike east to a road which has been oiled, at which turn; there are signs indicating left turn to Official Grand Stand and Reserved Parking Space. Note.—The route from Dishbrow's Garage is indicated by blue arrows 30 inches long and 6 inches wide, bearing the legend, "Motor Parkway Grand Stand."

Automobile Route from New York to Official Grand Stand

Cross Queensborough Bridge from foot of 59th Street to Long Island City; turn right to Crescent Street, to end of street, turning left at parked section of cross street. Proceed over Jackson Avenue to approach to Thompson Avenue Viaduct, leaving Queens County Court House on the right. Cross Viaduct into Thompson Avenue. Follow Thompson Avenue into Hoffman Boulevard. Follow Hoffman Boulevard to Hillside Avenue, turning left at Dishbrow's Garage.

From this point the route is identical with that from Brooklyn. Note.—Motorists from New Jersey should take Pennsylvania Ferry at Jersey City to 23d Street, Manhattan. Turning left to 24th or 25th Street; thence crossing the city and proceed to Queensborough Bridge, foot of 59th Street. Motorists from Staten Island are advised to take South Ferry, adjoining and close to Staten Island Ferry, to foot of Atlantic Avenue, Brooklyn. Proceed directly up Atlantic Avenue to Bedford Avenue, passing under Elevated

R. R. at Flatbush Avenue, and leaving the Armory of the 23rd Regiment on the right as they turn into Bedford Avenue. Proceed up Bedford Avenue to and passing the Grant Monument, in Grant Square, to Eastern Parkway, which will readily be recognized by the Slocum Equestrian Monument at the intersection of Bedford Avenue and Eastern Parkway. Turn left, proceeding as suggested for motorists from Brooklyn. These roads are the most direct, and the streets will be free from traffic than others during the early morning hours.

Illumination of Turns

All turns from the Bethpage Turnpike north to the official grand stand and official reserved parking space will be indicated by yellow and black signs, which, on the nights before both races, will be illuminated by batteries of calcium lights.

The road leading from Bethpage Turnpike to the unreserved (50c.) field will also be illuminated by a battery of calcium lights. There will be no charge made for cars in this 50c. admission field, which is unreserved.

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subscribed to the defendant's rules, and they are binding upon his successor. Those rules named the tribunal to which any dispute, that might arise out of the contract, should be submitted. That tribunal was the executive committee of the defendant corporation. They had jurisdiction of the cause of action alleged in the complaint herein, and it was the duty of the plaintiff to submit to their decision," (*Corrigan v. Coney Island Jockey Club*, 48 N. Y. St. Rep. 582, 586.)

These principles have been generally recognized. The fact that this trophy is of large value and that, although in the form of a sporting contest, the tour really affords a test of the endurance of a car, from which important financial consequences ensue, does not change the rule. Such consequences flow from many modern sporting contests, but these results do not give the court jurisdiction.

The rule that courts of equity will interfere to secure the possession of valued objects having a sentimental interest to the owner comes under a different head of the jurisdiction. Plaintiff's proceedings, while nominally to gain possession of the trophy, is in reality to obtain a reversal of the present award, with a reinstatement of the Premier entry as the winner. Were jurisdiction entertained, proof would be naturally taken with respect to the equipment of the 1910 Premier cars from nearly all the large cities of the United States. On this motion, 73 affidavits from 26 cities have been submitted. Upon a hearing on the merits, even with the utmost diligence, such a mass of testimony from widely dispersed points might require several months for its completion. After decision rendered thereon, appeals would naturally follow, so that the final judicial ascertainment of the result of the 1910 Glidden Tour

might not be reached until other Glidden tours had in the meantime taken place. Heretofore, the law has declined this jurisdiction not based on those property rights usually cognizable by courts.

To change now and hear the loser in court would also imperil the spirit and interest in all such contests.

In the present case, the objections to the form of the appeal and to the proceedings before the Contest Board are largely technical. While in some respects informal, such proceedings do not appear to lack any substantial protection to all concerned. The high standing of the parties forbids the suggestion of fraud; in fact, upon the argument it was acknowledged that there was no fraud as to anyone involved. In the absence of fraud, the question for the court is not whether passing primarily upon the evidence, it would have reached the same conclusion as that of the Contest Board, or whether their conclusion was reasonable or unreasonable, but simply and wholly whether the case before them was so bare of evidence to sustain the decision that no honest mind could reach the same result (*People ex rel. Jackson v. New York Produce Exchange*, 149 N. Y. 401, 414).

No winner of this trophy has a right to hold it for more than one year, and its ownership remains in the American Automobile Association. There is, therefore, no necessity to impose the terms of a bond conditioned to conform to any future order of this court, as the Association is a responsible defendant able to comply with any decree.

The temporary injunction is vacated and dissolved, with costs.

September 8, 1910.

J. S. C.

Want State Supervision for Kansas Roads

A movement to place all the public highways in Kansas under State supervision, to extend and improve the system according to a uniform plan and substitute the office of resident assistant State highway engineer for that of county engineer has been started by Milton Lindsay, surveyor for Wyandotte County, Kansas. The movement has received a decided impetus and everyone approached has favored the project.

In explaining his proposition, Mr. Lindsey said:

"The matter of road improvement is no more a local matter than is the mail service of waterways, and should not be treated as such.

"At present Kansas has a haphazard, patch-work system of roads, built independently by the various counties without any regard to through traffic or connection with the roads of

adjoining counties. This fact was decidedly noticeable to the Kansas City automobilists who went on the recent endurance run. The remedy lies in placing all roads in the State under a central board and working with a view to facilitating through as well as local traffic. The need of system and connection has impressed itself upon the county engineers and surveyors of the State, most of whom are members of the State engineering society, and that organization will probably take official action."

Through the failure of his motor to work properly at a critical moment, Charles K. Hamilton was thrown from his biplane at the California State Fair Grounds at Sacramento, Cal., on September 9, and was severely injured. Several bones were fractured and he sustained internal injuries.

Diehl Arranges Program for Good Roads Meet

The tentative program for the Third Annual National Good Roads Convention, to be held in St. Louis, September 28, 29 and 30, was announced by Chairman George C. Diehl, of the National Convention Committee, after a recent visit to St. Louis, and it shows that the subject of improved highways will be more thoroughly discussed than ever before. The following is the program, which is subject to minor changes and the addition of other speakers:

Wednesday, September 28.

Morning session, 10 A. M.—Convention called to order at the Coliseum by Chairman George C. Diehl of the National Convention Committee, opening address, Lewis R. Speare, president American Automobile Association, "Welcome to Missouri," Hon. Frederick H. Kreismann, mayor of St. Louis; "Good Roads and Railroads," presented by executive officers of one or more Western railroads.

Afternoon session, 2 P. M.—Presentation and discussion of scientific papers; "High Altitude Roads," F. L. Bartlett, Denver, Col.; "Roads for Modern Traffic in the South," J. T. Bullen, engineer, Montgomery, Ala.; "Paved Roads," A. N. Johnson, State engineer, Springfield, Ill.; "Modern Road Construction in the United States," Walter Wilson Crosby, chief engineer, Maryland Geological survey, John Hops University, Baltimore, Md.; "Continuous and Systematic Road Maintenance," Percy Hooker, chairman New York State Highway Commission, Albany, N. Y.

Thursday, September 29.

Morning session, 10 A. M.—"Farmer interest in

Improved Highways," Hon. N. J. Bachelder, Master of National Grange, Patrons of Husbandry; "Across Missouri," Hon. Curtiss Hill, highway commissioner of Missouri; "City Streets and Boulevards," Hon. James C. Travilla, street commissioner of St. Louis; "Modern Surface Treatment of Various Roads," Charles W. Ross, city street commissioner, Newton, Mass.; "Town and Lateral Roads," Frank D. Lyon, department highway commissioner of New York State.

Afternoon, 2.30 P. M.—Boat ride on the Mississippi River, inspecting bridge sites and government work. Refreshments served on board.

Friday, September 30.

Morning session, 10 A. M.—"State Roads to Meet Modern Traffic Conditions," Harold Parker, chairman Massachusetts Highway Commission; "Highway Laws for Missouri," Hon. Sam D. Capen, president Automobile Club of St. Louis; Hon. George K. Humphreys, State Senator and Speaker pro tem, of Shelnina, Mo.; C. O. Raine, master of State Grange of Missouri, "When the Roads Question was Young," Abbot Bassett, secretary-treasurer League of American Wheelmen.

Afternoon session, 2 P. M.—"Dustless Roads of Europe," Arthur Blanchard, department of civil engineering Brown University, Providence, R. I. "The International Roads Congress," Logan Waller Page, director U. S. office of public roads, Washington, D. C.; "Park Roads," John R. Rablin, engineer Metropolitan Park Commission, Boston, Mass.; "Dustless Roads of California," Austin B. Fletcher, chief engineer, San Diego County, San Diego, California; trolley ride at 3.30 P. M., "Seeing St. Louis" and inspection of famous breweries.

Georgia's Good Roads Pilgrimage

Another movement for the improvement of the highways of the South has been started by the *Atlanta* (Ga.) *Constitution* in the form of an "All-Around-Georgia Good Roads Automobile Contest," which is scheduled to commence at Macon on Monday, October 17. As its name implies, the tour will bring the competitors over a circuit of the entire State, covering in all approximately 950 miles. It will be more of a social event than a contest, and, in the words of the promoters, "It is to be strictly a gentleman's pleasure tour—the purpose being to see Georgia and to encourage the campaign for better roads."

The route, as laid out by Chairman Frank Weldon, starts from Macon, circles Stone Mountain on the north, and almost touches the Florida line on the south. It extends from the ocean on the east nearly to the Alabama line

on the west. On the whole, the roads included in the route are in a fairly good condition. The tentative itinerary is as follows:

First day, Macon to Atlanta, 98 miles; second day, Atlanta to Athens, 75 miles; third day, Athens to Augusta, 110 miles; fourth day, Augusta to Savannah, 137 miles; fifth day, Savannah to Waycross, 135 miles; sixth day, Waycross to Valdosta, 75 miles; seventh day, Valdosta to Bainbridge, 90 miles; eighth day, Bainbridge to Albany, 110 miles, and ninth day, Albany to Macon, 120 miles.

The cars will be classified according to price, and the time schedule will be arranged according to the division the car is entered in. Prizes totaling \$500 will be awarded to the entrants of the cars making the best performances in each division. The entries opened on September 15 and close on October 15.

Routes From Chicago Posted

The seven main routes out of Chicago, Ill., covering a radius of 150 miles, now are completely signboarded, the last route, the one from Chicago to Rockford, having been completed September 9, when a White truck carrying the last bunch of posts, made the final trip. The Chicago Motor Club has been carrying on this work for the last two years under the direction of Joseph V. Lawrence, chairman of the signboard committee, who has spent

cost per sign is \$5.75. The actual work of planting these posts and putting up the signs has been done by contract at \$3.55 per post.

Motor trucks played a large part in this work in transporting the posts and signs. Supplies enough for 30 miles could be carried in the truck and additional supplies were sent forward by freight, so that it was possible to carry on the work at a rapid pace.

Little remains to be done now except to



HOW THE SIGN POSTING WORK WAS DONE

more than \$2,000 in posting the roads. It was not until last October, however, that the actual work of putting up the signs started and since then Lawrence has signboarded the routes to Beloit, to Lake Geneva, to Milwaukee, to South Bend, to Ottawa, to Crown Point and to Rockford. This has taken much work and the number of miles covered has been 600. Seven hundred and fifty posts have been planted, carrying a total of 2,250 signs and now every one of the main routes running out of Chicago has been marked. The signs are of a substantial character, being made of cast iron and mounted on tamarack posts, each 12 feet in length and 4 inches wide.

Figuring the cost of this work, Chairman Lawrence reported that the posts cost him 30 cents each. A one-plate sign cost 65 cents, a two-plate \$1.15 and a three-plate \$1.75. Each post will average three plates and the estimate

mark the roads inside the city of Chicago. Some of the park commissioners object to this and Chairman Lawrence now is busy trying to secure the necessary permission.

October Date for This Tour

The fall tour of the Automobile Club of Philadelphia, which was scheduled for today and tomorrow—September 17 and 18—has been postponed until October 15 and 16. The route to Atlantic City and return was laid out by Harvey Ringler and I. C. Minford in an Inter-State car. The trip to the New Jersey seashore resort will be by way of Woodbury, Alloway, Salem, Bridgeton, Vineland, Millville, Port Elizabeth, Dennisville, Tuckahoe, May's Landing and Pleasantville. The return journey will include Abscon, Port Republic, Tuckerton, New Grena, Lakewood, Lakehurst, Brown's Mills, Mount Holly and Camden.

To Rebuild "Old Wire Road"

A visit to Detroit, Mich., by J. A. White, a motorist and dealer of Springfield, Mo., brings to light an interesting good-roads campaign which is being waged under his leadership in his native State. Backed up by the *Springfield Republican* in his home city, and by the *St. Louis Star*, Mr. White is pushing a movement looking toward the complete restoration of the "Old Wire Road" over which, 25 years ago, passed the caravan of settler's wagons, carrying the hardy pioneers who formed the advance guard of civilization in the great Southwest.

In its day, when the United States Government kept it in condition, the "Old Wire Road" was one of the most famous highways in the country. Traversing the ridges of the Ozarks it led from St. Louis to Springfield and thence to Fort Smith, Ark., and Dallas, Tex. At St. Louis it communicated with the National Highway from Pittsburg, and the two were a famous chain. All the way through the Ozarks the road was favored with natural gravel bottom, some of it constructed at great expense to prevent washouts. In many places the work of the government engineers is still in evidence. As a general rule, however, the stalwart row of poles carrying the successors of the original wires which gave the road its name alone remain to point the general direction. The old road itself has been allowed to deteriorate to such a stage that it is now unsafe even for wagons. The bridges have been washed away and, in some places, the original highway has been fenced in and appropriated by the mountain farmers.

Attention to the present condition of the road was called by the "Under Three Flags" trip to the Flanders "20" car last summer. Reproduction of photographs of the trip and the story told by the crew of the car, stirred the citizens of Springfield to action. Mr. White was appointed the chairman of a committee to push the work along. A party in six motor cars was organized to make the trip to St. Louis. After tremendous effort, using the information gleaned from the crew of the "Under Three Flags" car, the trip was made over the 240 miles that separate the two cities.

With the information at hand Mr. White has gone to work in real earnest. Personal work has been done with the progressive citi-

zens of Union, Sullivan, Rolla, Lebanon, Richland and the smaller towns along the line. An effort has been inaugurated to secure a wagon bridge across the Gasconade at Arlington where the "Under Three Flags" car ran a railroad bridge between two sections of a stock train. The 'Frisco system—the only railroad passing through this portion of Missouri—has promised to transport, free of charge, road and bridge materials. Property owners and township officers have promised assistance. The *Springfield Republican* has offered a handsome trophy for competition in a tour, to be held as soon as the road is placed in practicable shape.

A unique feature of the situation is the unsolicited promise of John Hosmer, a wealthy farmer whose 1,600 acres lie near Marshfield, one of the small mountain towns along the road. The "Old Wire Road" passes directly through Mr. Hosmer's farm. In fact, it was in one of the fords on his property that the "Under Three Flags" car, after coming all the way from Quebec without assistance, had to summon aid for the first and only time. Mr. Hosmer promises to boulevard all the old road within his property and is using his influence with his neighbors to secure similar co-operation. Since the "Under Three Flags" car passed through, he has become a motorist himself and his farm now contains two Flanders "20" roadsters in its equipment.

The general stirring up of interest has resulted in a considerable amount of improvement on the "Old Wire Road" in the populated districts. As soon as the systematic improvement is begun, next year, work will be pushed and Mr. White and his compatriots feel that there is an excellent chance for completion during 1911. In case this hope is fulfilled, the enterprise will place at the disposal of motorists one of the most beautiful tours afforded anywhere in the United States. The country is rich in historic associations, the scenery is surpassingly grand and the handicaps, even with the advantage of excellent road-surfacing will be large enough to test cars and drivers.

The first run of the recently organized Reading (Pa.) Automobile Club will be held on September 27.

Minnesotans Have Speedfest

The action of the Contest Board of the American Automobile Association in not allowing the time made by Barney Oldfield in the time trials at Brighton Beach, N. Y., on Labor Day to stand as a record did not deter Oldfield from again trying to beat the mark of 50.80 seconds set by De Palma's Fiat. On Saturday, September 10, at the automobile race meet, which was the closing feature of the Minneapolis State Fair at the St. Paul track, the "Speed King" piloted his Blitzen Benz around the mile course in 49.25 seconds, clipping 55 seconds from the record. An electrical device manipulated by William Poertner, of New York, was used and it is likely that the time will stand as a new mark.

During the afternoon's racing the old record, which was made on the Twin Cities track, was surpassed no less than six times and the 50,000 spectators received their fill of spectacular driving. Kerscher in his duplicate of the Vanderbilt winning Darracq was the first to better the time made by De Palma on September 11, 1909. He sent his car around the track in 50.29 seconds. De Palma was the first to be sent away by Starter Fred Wagner in the time trials, but before he completed the lap he was compelled to stop. "Wild Bob" Burman in his Buick was the third to be sent around. He lost some time on the first turn, but circled the track in 51.21.

De Palma started his second trial when Oldfield failed to get his Benz working and the way the daring Italian pilot sent his Fiat around the first turn was an indication of his determination to keep the record in the Fiat family. De Palma was successful, for he brought the mark down to 49.35 seconds. In his second attempt Kercher improved his first time, making the mile in 49.75, while Burman in his second trip was timed in 50.61. After a short tow from a Knox car, the Blitzen Benz, with Oldfield at the wheel, got away in splendid style. The car skidded on the turns to a great extent and its course was marked with a cloud of dust. On and on sped the bullet shaped car, the steering wheel being twitched this way and that by Oldfield and when it was announced that the mile had been covered in 49.25 seconds a tremendous outburst of applause greeted the daring driver. Oldfield claimed that the big car was not working prop-

erly and prepared for another onslaught at Father Time. This trial was spoiled by the blowing out of a tire on the stretch. The mile was completed in 50.10 seconds.

The most interesting event of the remainder of the program was the free-for-all at five miles in which Ralph De Palma, Bob Burman, Ben Kerscher, F. J. Gelnow and W. S. T. Pearce battled for the \$225 purse. At the start De Palma was the quickest and he sent his Fiat to the front where it remained for two miles. Burman's Buick showed a burst of speed at this stage and passed the Fiat on the back stretch. The Buick remained in the front until the approach of the tape on the final lap, when the Fiat flashed ahead and won by a slight margin. The summaries:

First Event.—One mile time trials—Benz (Oldfield), 49.25 seconds; Fiat (De Palma), 49.35 seconds; Darracq (Kerscher), 49.45 seconds, and Buick (Burman), 50.61 seconds.

Second Event.—Five miles for cars in Class B, 161 to 230 cubic inches piston displacement—Won by Buick (Burman); second, Firestone-Columbus (Richantacher); third, Cole (Endicott); fourth, Cole (Edmunds); fifth, Buick (Chevrolet); sixth, Staver-Chicago (Montkmier); seventh, Staver-Chicago (Crane), and eighth, Hudson (Gullic). Time, 5:11.36.

Third Event.—Ten miles for cars in Class C, 301 to 450 cubic inches piston displacement—Won by Marquette-Buick (Chevrolet); second, Cutting (Clarke); third, Falcar (Gelnow), and fourth, Falcar (Pearce). Time, 9:28.66.

Fourth Event.—Australian pursuit race for Class E cars, limited to 10 miles—Won by Buick (Burman); second, Cole (Endicott). Time, 9:22.9.

Fifth Event.—Five mile free-for-all, Class D—Won by Fiat (De Palma); second, Buick (Burman), and third, Darracq (Kerscher). Time, 4:29.

Sixth Event.—Minnesota Handicap at five miles for Class E cars—Won by Ford (Hanson); second, Hudson (Nyman); third, Pullman (Hegland), and fourth, Valie (Harford). Time, 6:10.24.

Seventh Event.—Five mile free-for-all handicap, Class D—Won by Velie (Harford); second, Staver-Chicago (Montkmier); third, Cole (Endicott); fourth, Cole (Edmunds); fifth, Pullman (Hegland); sixth, Staver-Chicago (Crane); seventh, Knox (Oldfield); eighth, Cutting (Clarke), and ninth, Firestone-Columbus (Richantacher). Time, 5:57.93.

Eighth Event.—Five miles for belt drive, single cylinder motorcycles—Won by Thiem (Mangan); second, Excelsior (Klix), and third, Harley Davidson (Ostrander). Time, 5:56.06.

Kansas Run Proves to be No Cinch

"When is a joy ride not a joy ride?" is the question that the entrants in the Kansas City, Mo., Automobile Club's third annual reliability contest for the Kansas City *Star* trophies, are asking, and the answer, they declare, should be "When its promoted by the Kansas City Club." Of 34 cars that left Kansas City on August 30 on what was supposed to be a pleasure trip and incidentally a contest for several trophies offered by the Kansas City *Star*, only 16 returned after a ten-day trip over the roads of Kansas and Colorado. Not one of the cars to finish had a perfect road score, after the 1,584.9 mile journey, the nearest approach to one being held by the No. 37 Case car, which was penalized 86 points.

The run was one of the severest ever held in the Middle West, the roads being in frightful condition on every stretch of the route, except that covered the seventh day. The nature of the country traversed was far from ideal, being hilly and rough. Nature, too, did not favor the tourists, for on the first three days of the run, or until the cars had crossed Kansas and entered Colorado, old Jupiter Pluvius did nothing but deliver showers.

All this did not help keep cars in the perfect score column and at the end of the first day no less than 14 had fallen by the wayside. The route this day led from Kansas City to Newton, Kan., a distance of 213 miles. The second day was devoted to the trip from Newton to Dodge City, via Great Bend, 186 miles, and again the drivers had difficulty sending their cars through the gumbo roads. The longest run of the tour was that of the third day when the caravan of cars covered the 220 miles separating Dodge City from La Junta, Col. Just after crossing the border into Colorado, the rain let up for the first time since the start. The tour was divided into two classes; one for dealers and the other for private owners. On the third day two of the three cars entered in the latter class were withdrawn, leaving the field to the Franklin, driven by David E. Guggell. On the fourth day a run of 152 miles was made to Trinidad, the business center of Southern Colorado, and so strenuous was the going that the officials went to bed immediately after arriving and postponed posting the scores. The following day brought the tourists to Colorado Springs after a trip of 208.8 miles.

This was the turning point of the route and only 26 cars remained in the run and of these but one, a Great Western, had a perfect score. The prospect of the rest over Sunday at the Springs took some of the stiffness out of the contestants on the long run of that day.

The penalizations at this stage of the journey were as follows:

No. 5, Great Western, perfect; No. 17, Buick, probably 1 point; No. 30, Cartercar, 1; No. 25, Haynes, 2; No. 15, Maxwell, 3; No. 36, Ford, 3; No. 37, Case, 4; No. 12, Reo, 6; No. 34, Fal Car, 7; No. 31, Cartercar, 12; No. 1, Franklin, 13; No. 18, Buick, 15; No. 10, Kissel Kar, 24; No. 20, Speedwell, 37; No. 32, Mitchell, 37; No. 19, Buick, 87; No. 38, Franklin, 89; No. 11, Velie, 100; No. 16, Regal 136; No. 3, Auburn, 192; No. 8, Stevens-Duryea, 305; No. 14, Maxwell, 459; No. 26, Interstate, 822; No. 4, Stoddard-Dayton, 2,882.

The contest for the private owners' trophy came to an end at Colorado Springs and the prize was awarded to the Franklin. After a day's rest, which was greatly appreciated, the tourists started on their return trip to Kansas City. The first day out of Colorado Springs, or the sixth day of the tour, the run was to Sharon Springs, Kan., a distance of 208.8 miles. Both of the Cartercars were put out of the running on this day, one by a broken axle and the other by a broken front wheel. One of the cars went into a ditch filled with water which covered the bed of the engine, stalling the motor. The other Cartercar, which was directly behind, assisted its team mate out of its difficulties and in doing so suffered a broken rear axle. The Haynes No. 25 broke a front spring a few miles out of Colorado Springs and lost almost two hours while repairs was being made. Nine cars were penalized during the day's run.

The participants in the run were in a very happy frame of mind when Wilson, Kan., was reached on the seventh day after a run of 200.8 miles from Sharon Springs. The roads encountered during the day were the best of the tour. The Cartercar which broke a wheel on the day previous caught up with the caravan. Eight cars were penalized during the day. Twenty-two cars remained in the tour at the end of this day.

The only clean score was eliminated from the tour on the eighth, or next to last day, when the route was from Wilson to Topeka, about

190 miles. The roads were in very bad condition, being considerably cut up by the traffic of heavy wagons over the mud covered highways. The Great Western car, which had a perfect score when the cars left Wilson, broke its spring a few miles from Junction City, the noon control, and lost its chances of winning the cup. The accident occurred when least expected, and was the result of the strain to which the car had been put in traveling over the rough roads and a ditch which the driver didn't see until it was too late to slow up. The accident cost it 81 points. The Inter-State broke its shaft at the edge of a mudhole near Salina and was towed back to that city. Two Buicks, a Franklin, Maxwell No. 15, and Velie met with trouble during the day. Only six of the 18 cars that checked in on this night had perfect scores for the day. The Franklin No. 1, Auburn No. 31 and Inter-State No. 26, all were withdrawn at Topeka.

The final day of the run was the most strenuous despite the fact that it was the shortest, only 77.4 miles having to be covered. When the cars pulled into Kansas City every driver

was fatigued to the point where he could not have gone many more miles. Loss of sleep during the ten days, coupled with the heart-breaking work of making a schedule of twenty miles an hour for the greater part of the time, told heavily on the drivers. The roads were almost unnavigatable and the use of horses to tow cars out of mudholes was nothing out of the ordinary. Not a car came through the day with a clean score. Most of the penalizations were for replenishment of fuel. So bad was the going that the committee reduced the schedule from 20 to 16 miles an hour.

After the arrival of the cars in Kansas City they were turned over to the technical committee and put through a thorough examination. With an original score of 1,000 points and the penalizations deducted the standing of the cars at the end of the long journey was as follows:

37, Case, 914; 17, Buick, 912; 36, Ford, 910; 12, Reo, 898; 18, Buick, 896; 15, Maxwell, 896; 34, Fal Car, 887; 20, Speedwell, 884; 25, Haynes, 861; 10, Kissel Kar, 797; 11, Velie, 758; 5, Great Western, 747; 32, Mitchell, 700; 19, Buick, 646; 16, Regal, 620; 14, Maxwell, 423.

Jersey Industries and Automobiles

In its search for material to strengthen arguments against the present drastic and unreasonable automobile law of New Jersey, officers of the New Jersey Automobile and Motor Club of Newark have compiled a list of industries which are vitally interested in the automobile business.

Foundries which can successfully execute commercial forgings can take all the orders they can fill, at their own prices. Wood working plants are getting busier daily. Carriage men and wagon men are over-rushed with orders for good automobile bodies. The big leather market of the State is almost demoralized because of the demands of the producers of the automobile.

The big glass industries of Southern New Jersey are making glass for wind shields and their employees are the gainers in this instance.

All the factories engaged in the production of tin and agate ware have put in departments to make automobile radiators, hoods and fenders. Umbrella makers are now making automobile tops.

Several wheel manufacturers are now mak-

ing only steering wheels and are loaded down with orders. The rubber manufacturers were never busier as is evinced by the number of plants in active operation throughout the State. The marine engine makers of Northern New Jersey are selling more engines than ever and a few of them make only engines for automobiles.

All of these activities tend to benefit the wage-earner whose remuneration is increasing steadily in these lines, and these parts will be in constant demand for only a few automobiles are really manufactured. The major portion are assembled.

Because New Jersey leads so many States in the manufacture of these portions of every car and because the manufacturers and their employees have never been more prosperous the big New Jersey club does not think its motor laws are aiding the business interests of the State.

W. B. Lang has purchased a Curtiss model biplane and plans to establish an aeroplane school at Overland Park, seven miles west of Kansas City, Mo.

Dixie II. to Go Out of Commission

Motor boat men were greatly surprised this week when F. K. Burnham, owner of the Dixie II., announced that he was going to retire the boat that recently successfully defended the International Cup. Mr. Burnham will take the powerful 250 hp. engine out of the Dixie this winter and substitute an engine of lower power, as he intends to use the craft as a runabout. The owner of the Dixie II. does not believe that a boat like the Dixie II., of the now common type, is capable of the highest possible speed and in the future he will devote his time and attention to hydroplanes. He may have a duplicate of the present engine in the Dixie made and install both the old and the new one in a hydroplane which he expects to build this winter.

In the three seasons that the Dixie has been racing she has started in nearly 100 events and has won the greatest number of prizes ever annexed by a motor boat. Twice she defended the British International Trophy, twice she won the Gold Cup race off the Thousand Islands, twice she proved herself national champion on the Hudson River, and this year she won the Great Lakes championship at Buffalo. She has only been defeated once and that was by a 500 hp. 50 foot hull at Monaco last year.

Mr. Burnham states that he will call his new boat Dixie IV., as the present Dixie is really the third hull of that name, the first being owned by E. R. Thomas, of New York City, who had a 150-horse-power Simplex engine in her. Mr. Thomas disposed of the boat to E. J. Schroeder after using her only once. Mr. Schroeder took Dixie to England and captured the Harmaworth Trophy with her in 1907. The next year Mr. Schroeder built a new Dixie and called her Dixie II., the original Dixie being sold to a St. Louis man. Dixie II. successfully defended the Harmaworth Trophy in a race against the Duke of Westminster's Woolesley-Siddeley in Huntington Harbor in 1908.

A Nautical Twenty-four Hour Contest

A nautical "twice-around-the-clock" contest is to be held on waters in the vicinity of New York before the present motor-boating season comes to an end, according to rumors current among Metropolitan power boat men. The name of the promoting organization has not

been made public, but it is said to be a local club. The race will be open to speed craft of 14 miles an hour and better, and the boats will be divided into five classes.

The first class will be for boats with a speed of between 14 and 18 miles, the second for those between 18 and 21 miles, the third between 21 and 25 miles, the fourth between 25 and 28 miles, and the fifth 28 miles and over. There will be five distinct courses, one for each class. The length of the courses will be such that all the boats, no matter in what class they are sailing, will make the same number of rounds, if they sail according to the rated speed.

The courses, which have not been selected as yet, will be triangular and short enough so that even the fastest boats will be in sight of the judges' boat at all times. The fifth class will sail over a course about six miles long, the first class over a three-mile course and the other classes over courses measured proportionate to their speed.

Cups will be offered for the three boats making the greatest number of rounds, and also for the boat making the twenty-four-hour run with the least number of stops. Each minute stop will be counted as one point against the racer.

A Novel Motor Boat Exhibit

Something unique in the motor boat line is planned for New York next spring by the Motor Boat and Water Carnival Association, which intends to hold a motor boat exhibition and water carnival on the Hudson River, in the vicinity of 98th Street. The accessory manufacturers will exhibit in booths built on floats, and the boat and engine builders will have their demonstrating boats moored to other floats, so they can show their goods on the water and give prospective customers a chance to see the boats in actual service.

Aside from the show there will be water sports, including races of high-speed boats for valuable prizes. At night the floats will be decorated with over 4,000 electric lights, and the various boats will also be outlined with lights. The show was planned after many complaints had been made by the manufacturers that they had no chance to demonstrate their goods at the annual exhibition held at Madison Square Garden.

Barney to Race at Milwaukee

Barney Oldfield and his retinue of racing drivers will be the main attraction at the annual fall race meeting of the Milwaukee (Wis.) Automobile Club at the State Fair track, Milwaukee, on September 27. The program will consist of seven events, the main one being an hour race, in which the cars will be divided into two classes: one for cars with piston displacements under 230 cubic inches and the other for cars having piston displacements ranging from 231 to 600 cubic inches. The list of events is as follows:

Event 1.—10 miles, open to stripped stock chassis, Class C, up to 230 cubic inches piston displacement.

Event 2.—10 miles, open to stripped stock chassis, Class B, from 231 to 450 cubic inches piston displacement.

Event 3.—5 miles, open to stripped stock chassis, Class A, from 451 to 600 cubic inches piston displacement.

Event 4.—10 miles handicap, for stripped stock chassis up to 600 cubic inches piston displacements; cars to be handicapped according to performance at this meet.

Event 5.—One hour race, Division 1, open to stripped stock chassis up to 230 cubic inches, and Division 2, open to stripped stock chassis from 231 to 600 cubic inches.

Event 6.—3 miles against time for world's mile track record of 2.39 minutes held by Ralph De Palma's Fiat. Trial to be made by Ben Kerscher in a Darracq.

Event 7.—1 mile against time for mile circular track record and for new State record. Trial to be made by Oldfield in Benz.

Will be More Evenly Matched

The match race between George Robertson and Ralph De Palma, which is to be the feature of the Norristown (Pa.) Automobile Club's race met at the Belmont Driving Park, at Narbeth, a short distance from Philadelphia, on September 24, promises to be more interesting than the two similar races recently held on the Brighton Beach (N. Y.) track. In the race at Narbeth, which is for a purse of \$2,000, Robertson will drive a 90 hp. Simplex, while the intrepid De Palma will be at the wheel of a Fiat, also rated at 90 hp. Considerable interest is taken in the forthcoming match, as many motorists claimed, after the Brighton Beach races, that Robertson's victory was due simply to his having a higher-powered car.

T. S. Patterson, chairman of the Club's Contest Committee, and an expert engineer of note, has perfected a timing device for the races,

which promises to set a standard for future events of the kind. An electrically controlled dial, which can be plainly seen from the grand stand, automatically keeps the public informed as to what time is being made. A rack is attached to the dial, and in this the times set their watches, and, by mechanical means, the instant a car crosses the tape the time is recorded.

Non-Resident Motorists in Bay State

Returns from the Massachusetts Highway Commission's office for the months of July and August show that 801 automobiles, owned by non-residents of Massachusetts were registered there. Thirty-three States, the District of Columbia and eight foreign countries beyond the borders of the United States were represented by motorists touring through the Bay State.

In one week during the early part of July, 99 consecutive registrations were made by non-resident motorists. Among the foreign countries represented were: Luxor, Egypt; St. Mary's, Western Island; Honolulu, Hawaii; Havana, Cuba; Mexico City, Mexico; Toronto, Canada, and New Brunswick. Florida, Texas, Wyoming and California also sent tourists to Massachusetts.

More Sanctions are Granted

Chairman S. M. Butler, of the Contest Board of the American Automobile Association, announced on September 8 the appended list of sanctions granted by the Board from July 24 to September 8. It will be seen that a number of these contests have already been held. The list is published as a matter of record:

No. 227.—July 28, Beach Races, Jacksonville Auto Club.

No. 288.—August 13, Track Matinee, Brighton Beach, Motor Racing Association, New York City.

No. 229.—July 29, 30, Track, Columbus Auto Club.

No. 230.—July 30, Hill Climb, Salt Lake Telegram.

No. 231.—August 2, Track, Allentown, Pa., Barney Oldfield.

No. 232.—August 9, Track, Hartford, Conn., Barney Oldfield.

No. 233.—August 30, Hill Climb, Auto Club, Washington.

No. 234.—August 5-6, Track, Rochester, N. Y., J. R. Beymer.

No. 235.—August 11, Track, Worcester Auto Club.

No. 236.—September 10, Track, Hamline Park, Automobile Clubs St. Paul and Minneapolis.

No. 237.—September 24, Track, Belmont Park, Morristown Automobile Club.

No. 238.—September 3, Track, Denver Motor Club.

No. 239.—September 5, Track, Denver Motor Club.

No. 240. September 3-5, Track, Brighton Beach, Dan Smith, New York City.

No. 242.—September 20, 21, 22, Reliability, Louisville Auto Club.

No. 242.—August 29, 30, 31, Track, Waco, Tex., Waco Auto Club.

No. 243.—August 29, Track, Fort Wayne, Ind., Walter Hempel.

No. 244.—September 3, Reliability, Philadelphia

to Ocean City, Ocean City Beach Association, Ocean City, N. J.

No. 245.—October 1, Track, Springfield, Illinois State Fair.

No. 246.—November 10, 12, 13, Track, San Antonio Auto Club.

No. 247.—October 14 to 18, Reliability, Washington to Richmond, Washington Post, Washington, D. C.

No. 248.—November 3, 4, 5, Track, Atlanta Speedway, Atlanta Auto Association.

No. 249.—Not definite, Los Angeles to Phoenix Road Race, Maricopa Auto Club.

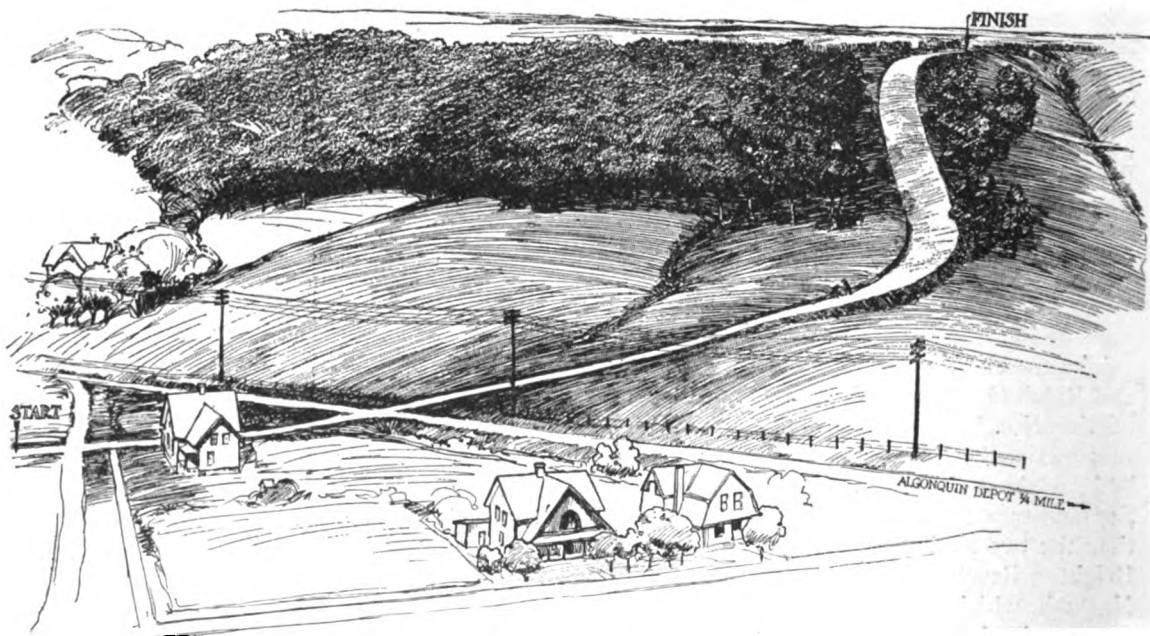
No. 250.—September 3, Hill Climb, Straight-away, Harry Levey, Highlands, N. J.

No. 251.—October, Exhibition, Automobile vs. Aeroplane, Dutchess County Fair, Poughkeepsie, N. Y.

Chicago Motor Club's Specially Built Hill

The Algonquin, Ill., hill, which will be used for the hill climbing contests under the auspices of the Chicago Motor Club, on September 16, (as AUTOMOBILE TOPICS goes to press) has been specially constructed for the races.

will require the use of the intermediate gear and no very fast time will be made, even with a flying start. It is about a half-mile in length and has a total elevation of 214.3 feet, with the average grade of 12 per cent. There are two



THE NEW ALGONQUIN HILL

It is much steeper than was expected and the cars will be sent away from a flying start. As in the past it will be a twin-climb, the cars having to climb Phillips Hill, in the same vicinity, from a standing start.

No one will make Algonquin hill on high—that's clearly evident now. It is a grade that

turns on the road, and both are heavily banked. Up to the first turn the road is not so very steep, but between the first bend and the second one it probably is about 20 per cent.

Both this hill and Phillips will be well oiled for the contests, the club having arranged to use 5,000 gallons of oil to keep down the dust.

No Commercial Future, Says Wright

No definite commercial future awaits the aeroplane, according to the view expressed by Wilbur Wright, and he thinks that it is doubtful if it will ever be used for anything but war and sport. In sport, its place is now assured, but its value to a modern army equipped with long-range guns is largely problematical. In describing the future aeroplanes, Wright said:

The machine of the future will be the biplane. Of that there can be no doubt. The single planed machines does not possess the firmness, the stability, necessary for the various conditions of wind and atmosphere and the innumerable stresses and strains incidental to aviation. It is essentially a racing machine, built for speed.

The biplane, on the contrary, is of a practical, durable construction in which stability is not sacrificed for speed. I have never given any serious thought to speed in the development of aeroplanes. It is not an essential to have great speed. The average flying speed of birds is not more than 35 to 40 miles an hour, and if God had intended these natural aviators to fly faster he would have equipped them to do so. Yet men have developed aeroplanes that have averaged 45 miles an hour on their own power and that have attained a velocity of as much as 75 or 80 miles an hour in dipping or coasting.

Replying to comments of General Miles, regarding aeroplanes in warfare, Wright said:

Let me illustrate my conception of the part of the airship in future wars. Its place will be like that of the torpedo boat. One of these torpedo boats attacking a battleship alone would be riddled with shot and sunk before it could inflict damage. But a fleet of say 20 torpedo boats attacking a battleship at once from every direction could sink it rapidly with the loss of possibly one or two of the attacking craft. The result achieved in sinking a battleship would be regarded as justifying the loss of several of the smaller craft with their crews.

On the same theory, a fleet of say 20 aeroplanes could swarm above a battleship and demolish it if they rushed like hornets from every direction and at various altitudes. One or two of the attackers might, probably, be destroyed, but with their relatively insignificant cost, the result as a war measure would be eminently justifiable. One aeroplane alone would receive the concentrated fire of the ship. A fleet rushing from every point would make defence on the part of the big ship impossible. The air craft would simply be required to keep about 50 feet above or below their neighbors to avoid the back draft of air from the propellers.

The only commercial use, if it can be called such, to which I have known an airship to be put, was when an aviator responded to a court summons by flying to the court house. So far as I can see at this time, there is no definite commercial field for air craft. Their future use will be solely in the fields of warfare and sport.



COL. ROOSEVELT ON HIS WESTERN TOUR, READY FOR A DASH FOR THE TRAIN

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS

Published by AUTOMOBILE TOPICS (Incorp.)

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Three Safeguards Against Trouble

A successful business always attracts new comers, many of whom rush in blithely, knowing little and caring less about the difficulties which beset their future path. When these are found to be greater than expected, and inadequate equipment, financial and otherwise, causes the abandonment of the venture, they retire, bemoaning their fate and sometimes hurling verbal missels at the industry into which they tried to break.

The automobile industry has had the misfortune to attract many such concerns as these. Even yet, despite general knowledge that "breaking into the game" is no longer an enterprise to be lightly undertaken, there are people who have the hardihood to undertake to accomplish all this. Most of them will fail, as their predecessors have done, and the trail of those who have fallen by the wayside will lengthen still more.

As a result of this and other recent occurrences, many people are asking today whether the automobile business is in for a bad time.

Some put it a little more directly and inquire whether it is about to "peter out," as the bicycle business did some years ago.

It is almost a waste of time to reply to inquiries of this kind, for no amount of reasoning will carry conviction to them, but it may be said without exaggeration that the demand for motor vehicles will, for several years to come, be sufficient to absorb the product of all reputable concerns which conduct their business along sane and reasonable lines. To build the right kind of a car, to place the proper price upon it, and to build only as many as there is a reasonable certainty of selling—these are the three essentials. To disregard even one of them is to court disaster.

Well informed persons are not worrying about next year's demand. It will be sufficient to absorb all the cars that are turned out by reputable and well established concerns, as will be seen when it is remembered that at present there is in existence about one automobile to every 300 persons in the United States.

PREVENTIVES AND REMEDIES

Squeaky springs are an annoyance that may be easily remedied, by simply lifting the body of the car so that the chassis hangs by the springs, and working in between the leaves a mixture of flake graphite and oil (about the consistency of thick cream) with a knife blade. The leaves will then slide easily over one another, the squeak will be cured for practically all time, and corrosion will not take place.

Cases of suspected air leakage into the induction pipe are not uncommon in the case of engines that are no longer new. Very often, as in the case referred to, this leakage cannot be traced by any of the ordinary methods, and no carbureter adjustment will compensate it. In these obscure cases it is necessary to look for the fault elsewhere than in the induction pipe, and the seat of the trouble will generally be found in the inlet valve guides. These become worn out to an extent that leaves a considerable amount of clearance between the stem and the guide itself, and a surprisingly large intake of air occurs on the suction stroke. The obvious remedy in such cases is the fitting of new guides, care being taken to see that the valve stems are a close working fit. This leakage of air through the inlet valve guides is very often the cause of an old engine refusing to run slowly when turning with no load.

See that the storage batteries are always held tightly in their box, and that all connections are tight. Rubber sheeting is a good material for packing the batteries and deadens vibration to a large extent.

A nut may be made to hold for a time by twisting string or twine around it before screwing up. Nuts may also be held in position by wetting with spirits of salts; also by slightly riveting the end of the bolt. When a nut gives trouble in this way it is usually the result of excessive vibration or because the bolt is not large enough for the hole in which it is placed.

Priming cups, which are used for the double purpose of relieving compression in the cylinders and injecting gasolene or kerosene, always should be wiped out before being used. Unless they are protected by covers, as some of them are, they are certain to pick up and re-

tain a not inconsiderable amount of grit from the dust which constantly is being drawn through the bonnet space by the fan. There is apt to be just enough grit in such an accumulation to mar the surface of the cylinder seriously unless care is taken to prevent it from finding its way into the combustion chamber.

If valves have been neglected and are deeply pitted, have them skimmed up in a lathe and then grind them in. Great force is not necessary, and fine emery should be used. A good plan is to interpose a very light spring between the valve head and valve seating on the cylinder, as this will render it unnecessary to keep on lifting the valve.

To remove nuts and set screws which have rusted in place it is a good plan to wind a of cotton waste around the affected fastening member and to saturate it with kerosene oil. By that means the kerosene can be kept in contact with the rusted surfaces and will be prevented from draining off as it otherwise would do. After the oil has been allowed to soak into the rust for a period ranging from several hours to a day or two, it usually will be found that the parts can be separated without difficulty and without risk of damaging them.

In adapting gas and oil lamps to the use of electricity, care should be taken to see that the wiring is so arranged as to prevent any possibility of chafing. Particularly if the lights are supplied with current from the ignition battery, there is danger that a ground or short circuit produced in this way may result in running down the battery without apparent cause.

Clutch shifter trunnions should be oiled daily with a few drops of heavy oil. Motor graphite should be mixed with this oil.

When selecting goggles, move each lens in turn before the eye. If an object seen through either appears distorted, it shows that the refraction of the lens is irregular, and such should be discarded, as they are injurious to the eyesight.

COMMERCIAL MOTOR VEHICLES

Rules Out for Boston Test

The commercial vehicle contest which is being promoted by the *Boston American* for October 21 and 22, is receiving as much attention from New England business men and motorists as the recent similar contest under the management of the *Philadelphia North American* did in Pennsylvania and neighboring States. The test is scheduled to start from Boston on the morning of October 21, and the route will bring the competitors through Lowell, Lawrence and Haverhill to Newburyport, where the night control will be located. On the following day the return trip to the Hub will be made. It is the intention of the committee having the affair in charge to establish 15-minute controls in several of the large cities on the route.

The contest, which will be under the direct supervision of the Bay State Automobile Association, will be conducted under rules similar to those used in the *Philadelphia North American* event, the trucks being loaded during the contest with the same material carried under ordinary circumstances. Each car is to carry an equal weight. At the weighing-in the members of the Contest Committee in charge will certify with signatures that the total

weight is correct. The driver must show this card to the starter or his assistant, and if the weight is not attested as correct the car will not be allowed to start. For any tampering with a load after the start and before the vehicle is back in Boston on the return trip the penalty is disqualification. The timing will be in the hands of the Chronograph Club of Boston.

N. Y. Fire Dept. Wants 2 Trucks

In line with Fire Commissioner Waldo's plans to do away with horses and use motor-driven vehicles throughout the city of New York, contractors are invited to bid for two, one and a half ton motor trucks. These two trucks are to replace the horses, about eight in number and a series of wagons that now deliver the fire department supplies to the various engine houses in Greater New York. The central supply station is in Manhattan and store houses are in Brooklyn and Queens.

Proposes Army Motor Trucks

Lieut. Charles F. Leonard, Seventh United State Infantry, has come out strongly for the adoption of the motor truck by the army. He says that it can be used to advantage under any



A WINTON TRUCK THAT HAS BEEN RUN 9,000 MILES WITH NO UPKEEP EXPENSE

circumstances likely to confront a modern the old-fashioned mule trains. He points out its advantages to a large army in the field, and says that every country except the United States has adopted gasoline-driven vehicles for use in supplying its army in the field with commissary and hospital supplies and ammunition.

In a thesis recently submitted to the War Department he advocates the installation of motor service in the army. "The transporting of ammunition to the field is one of the problems of modern warfare," he says, "for the rapid-fire guns use more powder and shot than the old-fashioned ones required." He suggests that the government offer a suitable prize for a contest between properly equipped wagons from Maine to California and from Canada to Mexico, the trip to be made at that season of the year when the roads are in the worst shape. He thinks that such a contest would demonstrate beyond any cavil the superiority of motor vehicles over the mules.

Another way in which the motor vehicle would help the army, says Lieut. Leonard Wood, would be the installation of a wireless telegraph service. Under the system now in use, storage batteries are used. These give off a low note and would be worse than useless were a battle raging. On the other hand, with the high power generated by the powerful motor, a distinct high note could be sounded, and this would prove a great help to the commanding officers.

A Good Money Saver

According to a report of the fire chief of Alliance, Ohio, a saving of \$349.27 was effected by the use of a motor-propelled fire engine in that city in place of one drawn by a pair of horses during a period of eleven months. The expense for the motor fire engine for this period was \$78.41, including all supplies and repairs to tires.

Not Anxious to Bid for Fire Apparatus

The bids for the new automobile fire apparatus, opened last week at Fire Headquarters, East 76th Street, New York, showed a woeful lack of competition, only four firms submitting figures. No bid was received for the 75-foot aerial hook and ladder truck, which Fire Commissioner Waldo specified should be driven by electricity.

The bids were as follows: Alden Sampson

Manufacturing Company, Pittsfield, Mass., five automobile hose wagons, \$34,250; Knox Automobile Company, five hose wagons, \$27,800; one hose wagon of the smaller type, \$5,490; Webb Motor Fire Apparatus Company, five at \$5,350, one at \$4,350, total \$31,100; M. Walker, one small wagon, \$3,900.

For the gas-propelling and pumping engine, the Knox Automobile Company bid \$8,500. It was the only bidder for this type of apparatus, and it was also the only bidder for the motor trucks which it offered to furnish for \$6,205.

Deputy Commissioner Johnson presided at the opening of the bids. He said that the lack of bidders was caused by the limited time the automobile interests had in which to prepare their figures. The bids will be forwarded to Comptroller Prendergast for the approval of the sureties offered, and then the contracts will be awarded.

The proposition to furnish electrically-driven aerial hook and ladder trucks will be re-advertised, the deputy commissioner said. The difficulty seems to be that the manufacturers of this class of apparatus has anticipated the use of horses and has made no provision for the substitution of electricity.

Several weeks ago the complete specifications for the hook and ladder trucks were printed in AUTOMOBILE TOPICS. It need not be emphasized that the awarding of this contract will be a valuable advertising asset, as, undoubtedly, the type adopted by New York will be duplicated throughout the country.

Fire Underwriters Use Motor Patrol

The New York Board of Fire Underwriters has added an automobile patrol wagon to its equipment, and has located it at 307 West 121st Street, one of the busiest sections of Harlem. It was placed in commission in the latter part of August, and it responds to all the alarms for its district.

Superintendent Groves says that it gets to fires in about a quarter of the time required by the horse-drawn patrols, and that the service it renders is greatly superior to the horse-drawn apparatus. The matter of speed is an important one to the patrol, as it carries 30 tarpaulins which are used to spread over goods to protect them from fire, smoke and water. Besides the tarpaulins and its crew, the wagon carries scaling ladders, fire extinguishers, axes, door openers, lock breakers and a folding jumping cloth.

INDUSTRIAL AND TRADE NEWS

NEW YORK

New York

In view of the fact that next winter's show in Madison Square Garden will be called upon to house many more exhibitors than for many years, the approach of the time when the drawing for space would be made was awaited with interest. The number of licensees under the Selden patent is so great that heretofore measures had to be resorted to in order to provide sufficient space, and the condition was met by the decision to practically rebuild the interior of Madison Square Garden. This was made clear last week, when the Show Committee of the A. L. A. M. met in New York, on September 8, and made the drawings for the 1911 show.

Plans have been perfected by the Show Committee which provide the increased number of licenses under the Selden patent with space at next year's exhibition equal to that which they were able to obtain at the show of last January. At present there are 83 manufacturers and importers licensed under the Selden patent, and to house their exhibits it will necessitate almost a complete rebuilding of the inside of Madison Square Garden, using structural steel to a very large extent. The Show Committee for 1911 consists of Col. George Pope, chairman; Charles Clifton, Alfred Reeves and Merle L. Downs, secretary.

The first to draw for space was the Buick, followed by the Overland, E-M-F., Cadillac, Packard, Chalmers, Reo and Pierce-Arrow. The other cars which will occupy space on the main floor are as follows:

Stearns, Thomas, Olds, Franklin, Dayton, Oakland, Lozier, Elmore, Winton, Locomobile, Hudson, Mitchell, Stevens-Duryea and Peerless.

Cars in the Exhibition Hall and balconies will include the following makes:

Amplex, Moon, Mercer, Corbin, Bartholomew, Nordyke and Marmon, Knox, American, Matheson, National, Selden, Buckeye, Moline, Premier, Autocar, Columbia, Alco, Studebaker, Waltham, Inter-State, Ohio, Palmer & Singer, Kissel, Hol-Tan, Chadwick, Speedwell, Regal, McIntyre, Marquette, Acme, Pierce-Racine, Flandrau, Hupmobile, Midland, Brewster, Courier, Simplex, Atlas, Dorris and Cartercar.

The show will be divided into two parts, one of which will be devoted entirely to passenger or pleasure vehicles. This will be known as Part One, and will be held during the week of January 7 to 14. Commercial or freight-carrying vehicles, electric carriages and motorcycles will be exhibited in Part Two of the show during the period of January 16 to 21, inclusive. A comprehensive display of accessories will be exhibited at both periods.

An elaborate plan of decoration has been devised by the Show Committee, who have been working for months on details to make next year's event eclipse even the show of last January, which was considered the best ever held in this country. It is not to be wondered at that sufficient space to accommodate all the exhibitors could be squeezed out of the Garden for the coming show.

In the near future a meeting will be held at which will be allotted space to the accessory dealers and exhibitors of commercial or freight-carrying cars, electric vehicles and motorcycles, which will comprise Part Two of the show.

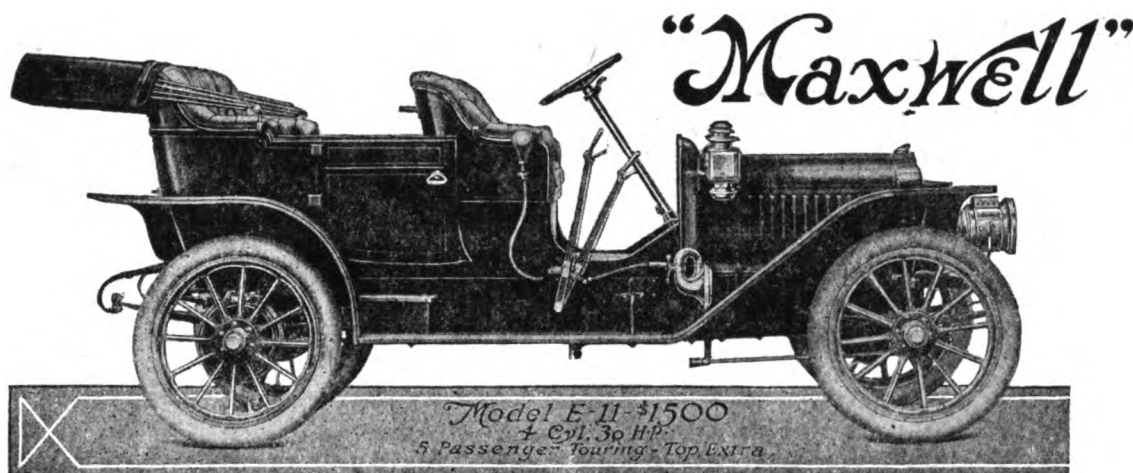
There was the usual routine business transacted at the September 8 meeting, with reports on the progress of the law suits now pending for infringement of the Selden patent and a general discussion of trade conditions, which, judging from the data received, proves to be in a healthy state, with an increasing demand for cars from all parts of the country. Reports showed exports for the past twelve months to have been 2,083 automobiles.

At the meeting it was announced that a license to manufacture under the Selden patent has been granted to the Kissel Motor Car Company, of Hartford, Wis.

Charles Clifton, of the Pierce-Arrow Motor Car Company, head of the association, presided at the meeting, and in attendance were: James Joyce, American Locomotive Company; G. H. Strout, Apperson Bros. Auto. Co.; J. S. Clarke and D. S. Ludlum, Autocar Company; O. Y. Bartholomew and R. A. Whitney, The Bartholomew Co.; J. W. Lambert, Buckeye Mfg. Co.; W. C. Leland, Cadillac Motor Car Co.; Hugh Chalmers and C. C. Hildebrand, Chalmers Motor Co.; H. W. Nuckolls, Columbia Motor Car Co.; M. S. Hart, Corbin Motor

Maxwell Wins Munsey Tour !

Outclasses Entire Field of 28 Contestants and Easily Captures Both Class and Sweepstakes Trophies



Here's the Car—Model E-11, 4 Cyl., 30 H.P., \$1,500

Sweepstakes Trophy— What It Means

It means that after traveling 1578 miles over all kinds of roads the technical committee of the American Automobile Association pronounced the Maxwell Model E-11 in better condition than any other car, in any class regardless of power or price, out of a field of 28 contestants. If you only knew the terrific punishment the cars withstood, and how the strength and plugging qualities were taxed to the utmost you would agree with us that the winning of the Sweepstakes Trophy in the 1910 Munsey Historic Tour was indeed a no mean accomplishment.

Does It Prove Anything

We believe in endurance runs because they prove just what we want to prove—that the Maxwell is the most reliable and efficient car on the market—that its strength and uniformity of construction ensures freedom from trouble, and the assurance that once set out on a trip, you will surely get back. The Maxwell represents composite perfection—no one element is emphasized at the expense of another—thus ensuring years of staunch and reliable service with an equal distribution of wear and tear.

Consistency Proves Merit

Victory suggests merit. The occasional victory may be more luck than merit. But to win steadily and consistently from beginning of the season to the end, from coast to coast in all sections of the country offers convincing proof of real merit. Such is the record of the Maxwell. In the Glidden Tour this year the above type of car, with its companion Model G-11 made the BEST TEAM SCORE. Everywhere throughout the country it has repeatedly won, and for number of winnings, stands without an equal.

If you intend getting a car—don't buy until you see and have tried this Maxwell. That is all we ask—the result is a foregone conclusion. Let us tell you how we help Maxwell owners—how we publish a semi-monthly magazine to keep them posted on their cars. Let us send you our latest catalog and other literature. They will positively save you money. A postal will do. Just say "Mail Books."

SALE of MAXWELLS to DATE

Sold to July 31, '10	33,759
Sold during Aug., '10	1,720
Maxwells in use today	35,479

WATCH THE FIGURES GROW

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Licensed under Selden Patent—Members A. L. A. M.

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Loose Sheets of This and Previous Sections May be Obtained by Remitting 10c. for Each

DETROIT, MICH., TO SOUTH BEND, IND.

A roundabout route from Detroit to South Bend is given in this week's tour. It leads through Lansing to Grand Rapids, and then goes almost due south to the Indiana State line. The details follow:

From the Soldiers' Monument start north on Woodward Avenue to Grand River Avenue, where turn left and curve slightly right shortly beyond. Direct through Sand Hill, Redford and Clarenceville to Farmington. Continue direct through New Hudson and follow telegraph poles through Brighton to where poles turn left; turn left and straight to Court House at Howell (51.4 miles).

Straight west through Fleming, Fowlersville, Webberville, Williamstown and Okeemos. Cross R. R. and meeting trolleys follow same on Michigan Avenue to Washington Street, center of Lansing (86.1 miles).

Turn right on Washington Street to Saginaw Street, where turn left on same and keep to this road to 4-corners, where turn right and through Grand Ledge. Direct to 4-corners, where turn right across R. R. at Mulliken. Slightly right and left through 4-corners to 4-corners with church on right, where turn left and direct for 11 miles to the end of the road. Turn left and follow winding road to 4-corners at Lake Odessa (119.6 miles).

Turn right on Main Street to 4-corners, and after crossing R. R. turn left, crossing R. R. again immediately beyond. Continue west to 4-corners, where turn right to next prominent 4-corners. Turn left and continue to end of road, where turn right to first 4-corners. Turn left through Clarks-ville to 4-corners at top of small grade. Here turn right, taking first left-hand road and follow telegraph poles, turning right with them a short distance beyond. To the end of the road. Turn left for a mile; through 4-corners, where turn right to 4-corners with farmhouse on right. Turn left to the end of the road, where turn right, crossing bridge at Cascade. Straight ahead to toll-house. Same thoroughfare becomes Robinson Avenue, which follow to Lake Avenue. Bear left with trolleys, keeping left with same at fork. Continue with trolleys on Cherry Street to fork, where bear right with trolleys on State Street to Jefferson Street, where turn right with trolleys. Turn left on Fulton Street. Keep right with trolleys on Monroe Street to St. Paul Street of

Grand Rapids (156.4 miles).

Turn left and start down S. Division Street and continue straight ahead through hamlet of Cutlerville. Ascend winding grade, curving right around hill and sharp left direct through hamlet of Corinth. Pass right-hand road and at next 4-corners turn left with best road and next right. Straight ahead for about three miles, curving sharp left. Turn next right and then direct through Wasland. Curve left and through

Bradley. Direct through Martin, passing several right and left roads. Slightly right through 4-corners. Direct into Plainwell (192.9 miles).

Direct to fork, where take the right-hand road, curving left to the end of the road; turn right through 4-corners, Cooper. At next fork, again bear right through 4-corners; curve right over bridge. Keep straight ahead on Douglas Avenue, where tracks turn left. To the end of the street, at W. Main Street of Kalamazoo (204 miles).

Turn right on W. Main Street, keeping right with trolleys. Direct through 4-corners. Turn left. Just beyond pass country store, curving right to white church. Turn left, curving right on main road. Direct through hamlet of Alameda Mills. Cross bridge and curve sharp left over another bridge. Turn left at the end of the road and straight ahead through 4-corners to next 4-corners, where turn right. At fork, entering Paw Paw, keep to left, coming into Main Street of Paw Paw (221.7 miles).

Straight through to left-hand road at watering trough, where turn left, curving sharp right across R. R. tracks. Continue on direct but winding road, curving sharp left and turning next right to 4-corners; turn left and then straight ahead through Decatur to cross-road, where turn left and next right straight ahead to cross-road. Turn left at 4-corners. Turn right to the end of the road, turning left immediately over stone culvert; then past several roads on right and left. Straight onto North Front Street, which follow to head of Main Street of

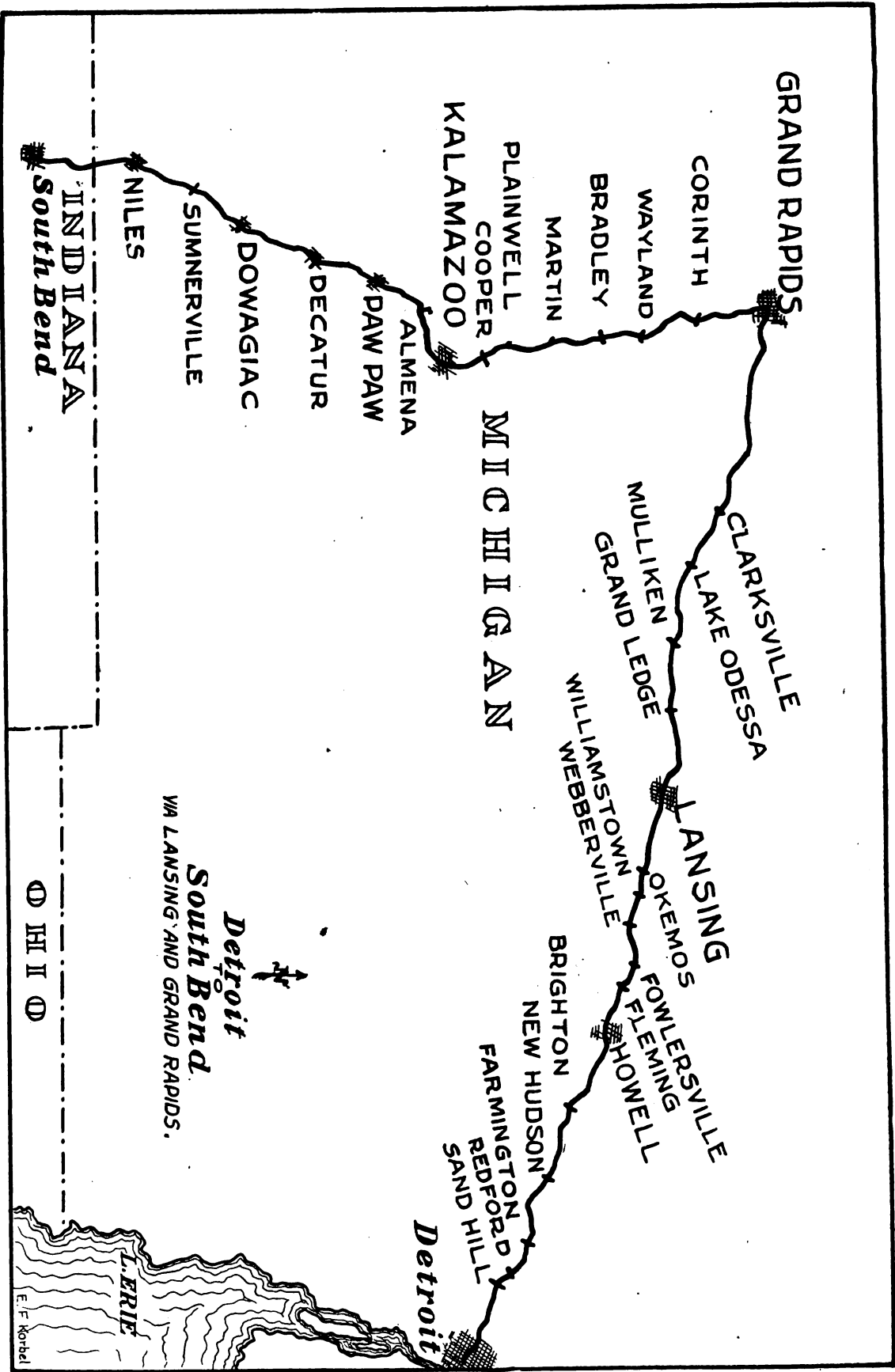
Dowagiac (246.9 miles).

Turn right and then turn left on Spruce Street. Straight through 4-corners and over bridge. On direct but winding road to R.R. track at Pokagon station, where turn right to 4-corners just beyond, hamlet of Sumnerville. Turn left on main road and straight ahead. Ascend grade to iron bridge over R. R. and keeping right down grade on the other side; turn next left into Fourth Street to Main Street of

Niles (261.3 miles).

Cross Main Street and turn right on Green Street to the end of the same at river. Turn left, avoiding right fork by keeping straight ahead on S. Third Street. Through cross-roads, turning sharp left at end of road. Turn right and straight through cross-roads. Direct to the end of the road. Turn right and next left, following trolleys into Michigan Street. To Washington Street, where turn right one block to Main Street, center of

South Bend (272.2 miles).



"Testing for Quality"

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Quality

TIRES

WE KNOW Fisk *Quality* Tires are the best in the world today—barring none. To keep them at this pinnacle of superiority and to know absolutely just how much better they are than other tires, we have originated methods of accurately testing all makes for mileage and wear under certain definite conditions.

CAREFUL EXAMINATIONS are made at different stages of these tests which ultimately end in complete dissection to study the exact effect of stresses and strains. We are thus always informed wherein and how much better Fisk *Quality* Tires are than all others, and able to detect the slightest tendency towards decreasing *Quality* in any particular run of our own product.

WE HAVE NOW 20 DIRECT and permanent Fisk Branches in different parts of the country.

Remember—in patronizing these branches you deal direct with the factory.

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Denver, Seattle, Los Angeles, San Francisco, Oakland, Cal.

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There is not a better motor made than the Pierce. It is the result of 25 years experience in designing and building high-efficiency engines.

It is **always** dependable—strong, silent, speedy—the finest achievement in gasoline engine construction.

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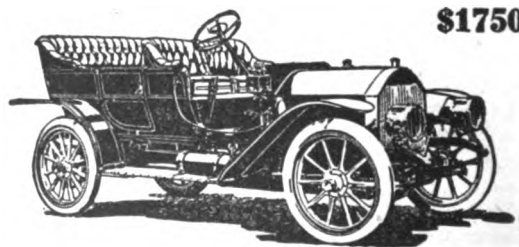
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PIERCE MOTOR COMPANY

115 22nd Street

RACINE, WISCONSIN

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Madison and North Aves., Baltimore	1533-37 Frederick Ave., St. Joseph
887 Boylston St., Boston	1110-12 E. 15th St., Kansas City
6817 Euclid Ave., Cleveland	N. W. Hamilton, Pasadena, Cal.
1716 Michigan Ave., Chicago	Harry J. & Twitchell, Portland, Ore.



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Please Mention AUTOMOBILE TOPICS When Writing.

Vehicle Corp.; W. R. Innis, E-M-F. Co.; G. H. Stillwell, H. H. Franklin Mfg. Co.; Elwood Haynes, Haynes Automobile Co.; Howard E. Coffin, Hudson Motor Co.; I. H. Page, Stevens-Duryea Co.; G. A. Matthews, Jackson Automobile Co.; A. N. Mayo, Knox Automobile Co.; S. T. Davis, Jr., Locomobile Co. of America; H. A. Lozier, Lozier Motor Company; F. F. Matheson, Matheson Motor Car Co.; Benjamin Brisco, Maxwell-Briscoe Motor Company; W. T. White, Mercer Automobile Company; W. E. Metzger, Metzger Motor Car Company; J. W. Gilson, Mitchell-Lewis Motor Company; W. H. Vandervoort, Moline Automobile Co.; M. J. Budlong, Packard Motor Car Company; L. H. Kittridge, Peerless Motor Car Company; Charles Clifton, Pierce-Arrow Motor Car Company; George Pope, Pope Manufacturing Co.; H. O. Smith, Premier Motor Manufacturing Co.; T. C. O'Connor, Pullman Motor Car Company; R. E. Ingersoll, Reo Motor Car Company; George J. Dunham, Royal Tourist Car Company; G. E. Mitchell, Alden-Sampson Manufacturing Co.; R. H. Salmons, Selden Motor Vehicle Co.; F. B. Stearns, F. B. Stearns Co.; W. R. Innis, Studebaker Automobile Co.; Windsor T. White, Waltham Manufacturing Co.; John N. Willys, Willys-Overland Co.; Thomas Henderson, Winton Motor Carriage Co.; Alfred Reeves, general manager.

A considerable addition to the membership of the Society of Automobile Engineers was made recently, when the applications of the following were acted upon favorably:

James C. Angelino, Carlson Motor and Truck Company, Philadelphia, Pa.; Edwin E. Arnold, Metal Products Company, Detroit, Mich.; C. P. Brockway, Interstate Automobile Co., Munice, Ind.; Wm. G. Bee, Edison Storage Battery Company, Orange, N. J.; Wilton Bentley, Universal Electric Storage Battery Company, Chicago, Ill.; John R. Bensley, Randolph Motor Car Company, Chicago, Ill.; Clairs Barnes, Billings & Spencer, Hartford, Conn.; Harold A. Baxter, H. H. Franklin Mfg. Co., Syracuse, N. Y.; Fred C. Burkhardt, The Crosby Company, Buffalo, N. Y.; Everett J. Cook, Faulkner-Blanchard Motor Car Co., Detroit, Mich.; Wm. E. Carpenter, Hibbard Engineering Company, Detroit, Mich.; A. L. Dyke, 3075 Washington Street, St. Louis, Mo.; C. A. Erickson, Lozier Motor Company, Plattsburg, Pa.; Radclyffe Furness, Midvale Steel Company, Philadelphia, Pa.; Max H. Grabowsky, Grabowsky Power Wagon Company, Detroit, Mich.; Arthur A. Greenick, McCord Mfg. Company, Detroit, Mich.; George E. Hazard, Hazard

Motor Mfg. Company, Rochester, N. Y.; Wm. E. Haupt, L. A. Bergdoll Motor Company, Philadelphia, Pa.; Verne R. Lane, Milan, Mo.; Arthur C. Leverton, Brush Runabout Company, Detroit, Mich.; John McGeorge, Cleveland Motor Truck Company, Cleveland, Ohio; James A. McMichael, Carpenter Steel Company, Toledo, Ohio; Cyrus E. Mead, Reibold Building, Dayton, Ohio; Thos. H. Miller, Grabowsky Power Wagon Company, Detroit, Mich.; Burnett Outten, Packard Motor Car Company, Detroit, Mich.; Clive W. Richardson, Brush Runabout Company, Detroit, Mich.; Elmer R. Rittler, The Lunkenheimer Company, Cincinnati, Ohio.

There was a report along "The Row" this week that the Association of Licensed Automobile Manufacturers has been paying attention to other matters than the show scheduled for Madison Square Garden on January 7 to 21, and that immediate steps would be taken to enforce the Selden patent decision against the dealers of imported cars. The Fiat, Renault and Benz import companies were the concerns said to be about to be put on the "griddle," the cases coming up for trial on the first Monday in October.

William Poertner, local agent for the National, has secured the services of John Tugby for his sales staff. Tugby, who until recently was connected with the Rainier and Haupt-Rockwell interests, introduced the Speedwell car to New York, and drove the first Detroit-Thomas car over the roads in this city.

The Cartercar Company, makers of the friction-drive Cartercar, has opened a New York branch in the Wellsmore, at 77th Street and Broadway. W. S. Williams, eastern distributor of the Cartercar Company, has been placed in charge. The first of the 1911 Model H cars, in the form of a baby tonneau, is on exhibition, and the other models will shortly put in an appearance.

It is as manager of the New York branch of the Fisk Rubber Company that Jay B. Cothran will act, succeeding E. H. Broadwell, and not as vice-president and general manager as has been erroneously stated.

A new office for the sale of the Overland car will shortly be opened in the building formerly occupied by the Benz Import Company, on Broadway near 50th Street. The Brooklyn agents for the car are to move across the

bridge, and they have contracted for a large number of Overlands for the metropolitan district.

An important addition to the forces of the Carhartt Automobile Sales Company, with headquarters in the Plaza Hotel, was announced this week. Walter R. Lee, secretary and general manager of the New York Automobile Trade Association, was appointed to



WALTER R. LEE

serve as assistant general manager of the company, a position which involves the retail sales management of the local branch, which has rapidly expanded since its inauguration last June.

Mr. Lee is one of the best known men in the local trade, his work while with the trade association bringing him in contact with almost every one connected with the industry in this section. His tenure of office in the trade association has covered a period of three or more years, while at the same time he was acting as general manager of the Importers' Automobile Salon, the official body of the automobile importers in America.

W. Irving Twombly, of the Twombly Motors Company, announced on Tuesday last that he had received a telegram from Paris reporting the sale of the French patent rights of the Twombly Power Company to Bernard Maimon, of *Le Matin* of Paris. M. Maimon, who controls one of the largest electric vehicle factories in France, has been looking for a good gasoline car for some time. He has now arranged for the exclusive use in France of the Twombly motor and quick removable power plant for taxicab and commercial vehicle purposes. Mr. Twombly will sail for Paris on October 1 to deliver the patent, specifications and working drawings of the various models to be manufactured in France.

The Pittsburg Motor Vehicle Company, manufacturer of the Pittsburg line of commercial electric vehicles, has removed its factory and main office from Pittsburg, Pa., to New York City; and is now located in a completely equipped concrete plant at Concord Avenue and East 143d Street.

Harry M. Bronner, well known in the automobile trade from coast to coast, has taken up his duties as the general eastern sales manager of the Dayton Motor Company, of Dayton, Ohio, and his headquarters are at the Stoddard-Dayton home, West 57th Street, near Broadway. R. T. Newton, who formerly headed the Stoddard-Dayton forces in New York, has taken charge of that company's branch in Newark, and E. C. McShane will have charge of the Brooklyn branch as soon as it is opened.

The Anderson Carriage Company, makers of the Detroit electric, is the latest arrival on "Automobile Row," having opened a New York branch at 2236 Broadway. The branch is in charge of Albert Weatherby. The Detroit electric has made a very remarkable showing since its advent in the metropolis. It is one of the two cars being used for demonstrating and testing the new Edison storage battery, and in a series of seventeen runs made by a Detroit Victoria, equipped with one of the new "juice" holders, the car averaged 114 miles on a single charge. On seven of these trips the car made over 120 miles, while on one trip it actually covered 151 miles. This run started from 40th Street and Lexington Avenue, New York, and

thence went over to Staten Island and through the country roads of New Jersey, covering city streets and hills with equal ease. On this run over 112 miles were made on country roads.

Cyrus C. Miller, president of the Borough of the Bronx, wants two automobiles for the use of his department. The New York Park Board was so successful in obtaining an automobile for the use of the superintendent of the park in the same locality, by advertising his requirements instead of having this method waived by an appeal to the New York Board of Aldermen, that Mr. Miller undoubtedly adopted this method to make his requirements known to the public. Hitherto, New York City officials have chosen to buy at private sale, stating that their machines could only be procured in this way.

MICHIGAN

Detroit

A remarkable showing is made by the United States Motor Company in consequence of figures recently given out to the stockholders by President Benjamin Briscoe. The statement shows that there are purchase mortgages on the plants amounting to but \$230,000, which are being reduced on an amortization plan, but that otherwise the properties of the company are free from encumbrances.

He shows the volume of sales and net profits of the company from 1905 as follows:

	Value of Sales.	Net Profit.
1905-1906	\$ 4,261,355.70	\$ 490,736.60
1906-1907	6,885,964.64	1,133,603.67
1907-1908	8,158,603.94	1,406,856.92
1908-1909	13,271,714.37	2,277,120.35
1909-1910	17,954,228.52	2,878,359.69
	<u>\$55,718,544.40</u>	<u>\$8,186,677.23</u>

The figures for the last item do not cover the whole fiscal year, being for ten months for all of the companies but the Briscoe Manufacturing Company, which is for six months.

He says that the capacity of the plants is estimated at 53,000 automobiles per annum, but that half of that number can be made with good manufacturing economy.

The affiliated companies own over 140 patents and he claims they make its position in the patent field impregnable. A considerable sum is being realized from royalties on these patents from other companies.

The total business of the company for the past three months is given as averaging over \$3,000,000 per month.

The stockholders were notified that they can exchange the temporary stock certificates given them at the formation of the company for the new steel engraved permanent certificates.

Thirty-eight owners of Hudson cars have received checks from the Hudson Motor Car Co., for winning prizes in the novel Hudson owners' experience run held during July. The sum of \$950 was distributed among owners who submitted their cars to the most unique tests as shown by photos and stores of their trips. The first prize was \$150, and the others scaled down to \$10 for the twentieth. Cash bonuses of \$25 each were given to eighteen women who took their cars over the route and complied with all of the conditions of the run, chief of which was that no tools were to be carried. In all 486 cars made trips averaging 150 miles. The prize winners were:

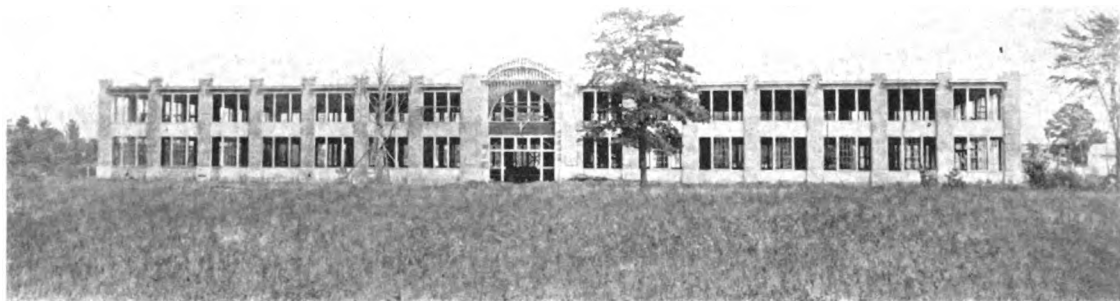
First prize, \$150, A. P. Pearson, Dorchester, Mass.; second prize, \$100, R. W. Hyde, Duluth, Minn.; third prize, \$50, J. M. Heffner, Mason City, Ia.; fourth prize, \$25, William Kemble, Kingston, N. Y.; fifth prize, \$20, A. P. Perry, McIntosh, Wash.; sixth prize, \$15, E. L. Jelks, Quitman, Ga.; 14 prizes of \$10 each to H. Brewster Willis, New Brunswick, N. J.; W. B. Dobson, Alpena, Mich.; A. F. Boylan, Denison, Ia.; G. W. Schwarzwaller, Chichester, N. Y.; John Johnson Chappell, Neb., P. H. Combes, 3685 Olive Street, St. Louis, Mo.; T. W. Brotherton, Jr., 4501 Finley Avenue, Los Angeles, Cal.; E. Hoen, Fresno, Cal.; R. W. Peterson, 431 College Avenue, Santa Rose, Cal.; A. W. Wall, Walpole, Mass.; Donald McFadon, 511 Savage Schofield building, Tacoma, Wash.; Dr. F. J. Harter, Herkimer, N. Y.; Thos. M. Purves, Anthon, Ia.; G. M. Jones, 428 Washington Street, Augusta, Ga.

The following women drivers received a cash bonus of \$25 apiece; Miss Helene H. Underwood, 303 Seventy-second Street, New York; Miss Florence H. Swain, Whitier, Cal.; Mrs. C. D. De Vere, 387 Forest Avenue, Buffalo; Mrs. R. W. Hyde, Duluth, Minn.; Mrs. G. W. Schwarzwaller, Chichester, N. Y.; Mrs. W. H. Hoodless, Crosswell, Mich.; Miss Marie Schulte, Chanuate, Kan.; Mrs. H. A. McCall, 37 Twenty-ninth Street, San Francisco; Mrs. Lillian E. Yeager, Fullerton, Cal.; Mrs. Frank Van Leuven, Redlands, Cal.; Mrs. S. F. Ruff, 21 East Willow Street, Stockton, Cal.; Mrs. Aggie Martin, Bostwick, Neb.; Mrs. Lottie E. Burdick, 530 Ridous Street, London, Ont.; Miss Lillian Fletcher, Seatonville, Ill.; Mrs. C. F. Bunage, Walpole, Mass.; Mrs. Amelia Dahquist, Balingham, Wash.; Mrs. C. Wm. Hudson, 4826 Michigan Avenue, Chicago; Mrs. L. R. Kesterson, Superior, Neb.

What promises to be an automobile show of more than local importance will be held in connection with the Michigan State fair, current at the grounds in Detroit, September 19 to 24. A big reinforced concrete building has just been completed and is to be devoted to the automobile and accessories exclusively.

ment Company, Eastern Rock Island Plow Company, Flint Wagon Company, Michigan Magneto Company, Portland Cement Company, Dupont Powder Company.

M. G. Torossian, representative of the Hudson Motor Car Company at Cairo, Egypt, finds handling an American car in the ancient city



BUILDING ERECTED FOR MICHIGAN STATE FAIR AUTOMOBILE SHOW

The building is 275 by 125 feet and two stories in height. Local dealers and manufacturers have responded so liberally that there will be no vacant space when the fair opens on Monday, and the show will be the first of importance at which the 1911 models have been displayed. As the show is a part of the fair no admission is charged to the building and it is expected that during the week more than 100,000 people will see the cars. The list of exhibitors is as follows:

First Floor.—Security Auto Company (Everitt 30), Olds Motor Works, Lion Motor Sales Company, Maxwell-Briscoe Company; Ford Motor Company, Anderson Carriage Company (Detroit Electric), Herreshoff Motor Car Company, Brush-Detroit Runabout, Elmore Automobile Company, Cartecar Company, J. P. Schneider (Pierce Arrow and Stevens-Duryea), Buick Motor Car Company, Regal Motor Car Company, J. H. Brady Automobile Company (Hudson and Peerless), W. F. V. Neumann Company (Stoddard-Dayton), Keeler-Hupp Company (Hupmobile), Winton Motor Carriage Company, C. B. Fear (Patterson 30), Van Dyke Automobile Company, Rapid Vehicle Company, Cass Motor Truck Company, Grabowsky Power Wagon Company, Montgomery Motor Sales (American Traveler).

Second Floor.—W. A. Patterson, of Flint; Jackson Motor Car Company, Gillespie Auto Sales Company (Thomas Flyer and Reo), Invincible Sales Company, Johns-Manville Company, Fireless Cooker, Standard Oil Company, Atlantic Refining Company, Grace Motor Products Company, Automobile Supply and Manufacturing Company, Searchlight Gas Company, Automobile Equip-

very profitable. In a letter to the company he says that the English and other Europeans who reside in Cairo have taken a great fancy to the Hudson because of its ability to negotiate some roads which heretofore had been traveled only on foot or by camels. The rich Egyptians are fast becoming interested in the motor car and several sales have been made to these natives.

Levy Hermanos, proprietor of the Estrella Automobile Palace, has taken the agency of the Hudson car in Manila, where motor cars are fast gaining in popularity.

"Ned" Broadwell has buckled down to work as sales manager and second vice-president of the Hudson Motor Car Company. President Roy D. Chapin welcomed Mr. Broadwell with a dinner at the Pontchartrain, the others present being Howard E. Coffin, R. B. Jackson, F. O. Bezner, E. C. Morse, C. C. Winningham, Frank H. Trego, G. G. Bohn, J. F. Richman, J. Normington, R. C. Hurd and O. H. McCormick.

The annual convention of the branch managers of the Ford Motor Car Company brought thirty men here from different parts of the world. Business sessions at the factory were held in the mornings and in the afternoons there were lake rides followed by din-

ners. The grand finale was a banquet which was the premier of the ante-room to the new Pontchartrain hall on the twelfth floor, and it was one of the most elaborate affairs of the season. The tables were set in the form of a capital letter "F" and 68 were present. The frontispiece of the menu card bore the likenesses of Henry Ford and James Couzens, with the line, "We Are, Because of You." The branch managers who were in attendance are:

M. C. Hufe, Atlanta, Ga.; C. E. Fay, Boston; M. B. Leahy, Buffalo; T. J. Hay, Chicago; M. A. Enders, Cincinnati; M. D. Coate, Cleveland; B. L. Graves, Dallas; Charles Hendry, Jr., Denver; T. J. Doyle, Detroit; H. C. Skinner, Houston; C. C. Meade, Kansas City; P. L. F. Perry, London, Eng.; R. J. Durance, Melbourne, Australia; Gaston Plantiff, New York; C. L. Gould, Omaha; H. B. White, Paris, France; L. C. Block, Philadelphia; F. E. Weir, Pittsburg; W. C. Anderson, St. Louis; R. P. Rice, Seattle; F. R. Fox, Toronto, Can.; G. A. Malcolmson, Winnipeg, Can., and H. B. Harper, of the Ford foreign department, of New York City.

When you get down to extravagance R. A. Palmer, secretary and manager of the Carter-car Company, says that this country is spending twice as much for imported luxuries as it is for motor cars. During a period in which this country produced \$135,000,000 worth of automobiles its people paid \$136,000,000 for diamonds, laces and embroideries.

The Lion Motor Sales Company sold a Lion "40" to Frank O'Loughlin, the famous American League umpire, better known as "Silk." During his stay here last week Lew Dockstader, the minstrel, bought a Lion.

The Michigan Buick Auto Supply and Garage Company has been formally organized with Thomas T. Buick president. E. F. Jenks, of Detroit, is one of the vice-presidents.

Since the showing of the Maxwell car in the Munsey run, R. K. Davis, the local distributor, is feeling very chipper. "Bob" also is secretary of the Detroit Automobile Dealers' Association and the Detroit Motor Company, so he is on the job many hours daily.

W. J. Lane, who drove the Flanders "20" on its "Under Three Flags" run from Quebec to Mexico City, has returned to the city after a vacation in which he regained his health. Mr.

Lane has been assigned to special work in the sales department.

J. L. C. Cook, Dr. E. C. Blackmore and J. Edward Hope have reached Detroit after driving an E-M-F. "30" from Hampton, Va. Bad roads were encountered in many places and there were storms and washouts in the mountains, but the car behaved splendidly.

Harold Lee, branch manager for the Regal at Oklahoma City, has gone into the racing game and won a number of events during the summer, so that he is decorating his sales room with cups won by himself.

General Manager W. J. Mead, of the Olds Motor Works, was in the city the other day and says that the fame of the big six with high wheels is spreading all over the country, the car having been one of the most successful innovations of the last year or two. W. B. Dean has been appointed Detroit manager for the Olds, succeeding Herbert J. Flint, who now is assistant to Mr. Mead.

Thomas Henderson, manager of the Detroit branch of the Winton Company, says that he has sold twelve of the 1911 cars, which is ahead of the record of other years.

L. L. Rodgers, of Boston, has been in Detroit for some days showing a spring wheel of his invention. He says that he is negotiating for a ten-acre tract in Highland Park and that he expects to have his factory in operation by January 1.

W. C. Anderson, president of the Anderson Carriage Company, makers of the Detroit electric, makes emphatic denial of the statement in the *New York Journal of Commerce* to the effect that the General Motors Company owns stock in his company or in the Elwell Parker Company, of Cleveland. Mr. Anderson does not know how such a report gained circulation. He also states that neither of these companies has asked for extensions nor in any way whatsoever is it working under a policy of retirement.

Clark W. Parker, of Springfield, Mass., may locate a factory here to manufacture a transmission by which he is able to throw his engine from high speed to reverse without jar or noise.

L. H. Collins, State agent for the Marmon, has just returned from a successful trip through Michigan.

Wearing a sign "Denver to New York," a Chalmers "30" attracted some attention around the Pontchartrain. M. H. Lozee, the owner, and D. C. Warren, of Denver, are making the trip, and they encountered no mishaps on the way from their home to Detroit, although the car was plastered with mud when it arrived. It was overhauled and cleaned at the Chalmers factory, and the men proceeded on their way to New York.

The E-M-F. Company has invaded the European field, W. H. Lalley, their foreign representative, having left for the other side after a visit at the local factory. Mr. Lalley will show the cars at the Olympia and Stanley shows and place agencies for Great Britain. Mr. Lalley thinks the foreign field for a car like the E-M-F. is very wide, and he will thoroughly canvass it.

The reorganization of the Abbott Motor Car Company having been completed, a lot of work is being done at the factory and the company now is shipping about five cars a day.

The United Motor Detroit Company, which is the new name of what was the Maxwell-Briscoe-McLeod Company, has established a branch at 810 Genessee Street, Saginaw, where the Maxwell and Columbia cars will be handled.

Bert S. Bingham, Pacific coast manager for the Regal Motor Car Company, is back from a trip, during which he placed an order for 500 cars with the Graham Motor Car Company, of Portland, Ore. A new Regal Garage Company has been organized at Spokane and has taken 250 cars for the eastern half of Washington. Mr. Bingham says that the trade outlook in the far West is excellent.

Ralph W. Keeler, manager of the Keeler-Hupp Company, distributors for the Hupmobile, has resigned to go into other business. He will continue in charge of the business until his successor is chosen.

F. Nattress, of Sydney, N. S. W. was a visitor at the Warren factory last week.

OHIO

Cleveland

The third annual meeting of the stockholders of the Royal Tourist Car Company will be held on Wednesday, September 21, at 533 Society for Savings, Cleveland.

F. Stone has been appointed general manager for the Gaeth Automobile Company, which recently went into the hands of a receiver.

Ed De Gollier, of the Olds-Oakland Company, and A. A. Grimes, of Couch & Seely, are making a demonstrating trip throughout the State. They are introducing the new models of the Oldsmobile.

C. H. Foster, manufacturer of the Gabriel horn, and Claude Foster, agent for the Pope-Hartford, are making a tour of the eastern part of the State in a Pope-Hartford, carrying the largest automobile horn ever made.

The Chalmers Motor Company, E. B. Finch, local manager, has removed to new salesrooms at Euclid Avenue and East 71st Street.

R. B. McLain has been placed in charge of the commercial car department of the Franklin line in this city.

Lucas and Christenson, formerly Mitchell agents, have secured the agency for the Overland. The Cleveland agency embraces Cuyahoa, Lorain, Lake and Geauga counties.

The Perfection Auto Lighter Company has placed on the market a device built in the form of a skeleton truck, which, supporting all the wheels of a car, enables it to be raised from the floor. The makers claim that the device will be a great saving for tires when cars are in storage and also that a car, placed on the truck, can be turned in its own length.

A company has been formed in Cleveland, Ohio, to sell the Westcott, the American and the Atterbury trucks. The company is capitalized at \$50,000.

Going a step beyond the points generally covered by catalogues from the various automobile manufacturing companies, the F. B. Stearns Company is putting out a catalogue

which not only describes the cars it is offering for sale, but also tells how they are made and then shows the reader through the shops, giving a clear idea of the amount of skilled labor necessary in producing a high grade car. But the book does not fail to describe all the models, and it shows exterior and interior pictures of all the cars made by the Stearns Company. The catalogue is printed in four colors and is bound in a double thick cover stock.

Reference was made in these pages last week to the remarkable run made on one battery charge with a Baker electric car, viz: 201.6 miles. This is, it is believed, the longest run ever made on one charge by any electric vehicle. The story of the run, as well as of previous long distance runs with electrics, is told in the following paragraphs:

"On July 29, 1907, our chief engineer, Mr. Gruenfeldt, drove a Baker Victoria, equipped with a standard lead battery, 160 4-5 miles. This run was made under the personal supervision of Mr. Charles Porter, of the *Cleveland Leader*, and Mr. Joseph Zucker, automobile editor of the *Plain Dealer*, the run having been made over all conditions of city streets and country roads, as nearly as possible approximating the traveling conditions met by electrics in every-day use. This, we believe, is the greatest mileage ever obtained from a standard lead plate battery, and having been made under official supervision, no other mileage record could be considered which had not been operated under similar conditions. The route covered by this run is as follows:

Start was made from the Baker Motor Vehicle Company's factory Monday, July 29, going west on Lake Avenue to West 116th Street, south to Clifton Boulevard, west to Detroit Street, to Rocky River bridge, across bridge to Dover Ridge Road, out Dover Ridge Road to end of pavement, returning to Rocky River bridge; east on Detroit Street to Elm Street, south to West Madison Avenue, west on West Madison Avenue to Alameda Street, north to Detroit Street, west on Detroit Street to Clifton Boulevard, east on Clifton Boulevard to West 116th Street, north to Lake Avenue, east to West 75th Street, south to Franklin Avenue, west on Franklin Avenue to Bazette Street, south to Lorain Avenue, west on Lorain Avenue to stop 23, returning on Lorain Avenue to Kamms Corners; to Berea Road, out Berea Road to Berea and beyond on West Bridge Street to Prospect Street, out Prospect Street to stop 53, returning to Kamms Corners; thence east on Lorain Avenue to Bazette Street, north to West Madison Avenue, east on West Madison

Avenue to 74th Street, north to Franklin Avenue, west on Franklin Avenue to West 75th Street, north to Lake Avenue, west to West 116th Street, south to Clifton Boulevard, west on Clifton Boulevard to Detroit Street, west on Detroit Street to Elm Street, south on Elm Street to West Madison Avenue, east to Alameda Street, north to Detroit Street, west to Clifton Boulevard, east to West 116th Street, north to Lake Avenue, east to West 75th Street, south to Franklin Avenue, east on Franklin Avenue to West 65th Street, north to Clinton Avenue, east on Clinton Avenue to West 58th Street, north to Detroit Street, east to Viaduct and Superior Avenue, to East 9th Street, south to Euclid Avenue, east on Euclid Avenue to Euclid village, back to University Circle; along lower boulevard through Gordon Park and Lake Shore Boulevard to turn beyond Country Club; to Doan Street, to St. Clair Street, then east to 125th Street, retrun to St. Clair, to Doan and south to Superior to Crawford Road, to 82d Street, to Carnegie, then west to East 55th, to Woodland; west to east 9th Street, to Euclid, to 22d, to Woodland, again to East 9th, to Hamilton, to East 54th, to St. Clair, to East 71st, south to Superior, through Addison Road and Duluth, and still south on 71st to Carnegie, to East 55th, to Woodland, west to East 9th, to Euclid, to East 22d, to Prospect, to 55th, to Carnegie, up 71st to Duluth, to Addison Road, across Superior to St. Clair, back to 55th, to Hamilton, south on East 9th to Euclid, to 22d, to Prospect, to 46th, to Woodland, to East 9th, to Euclid, to 71st, through Duluth and Addison Road, to 71st, to St. Clair beyond Doan, back on St. Clair to 71st, through Addison Road and Duluth via 71st to Carnegie, to 55th, to Woodland, west to East 9th, to Euclid, south on 18th, to Prospect, to 46th, to Cedar, to 22d, to Prospect, to 18th, to Euclid, south on East 9th to Woodland, to 51st, which is all broken asphalt; to Julia, west to 55th, north on Woodland to East 9th, then to Euclid, to 30th, to Prospect, to 22d, then up to Euclid. Several trips on Euclid, between East 9th and 22d Streets, retruing to Standard Garage, through Prospect Street entrance.

"On August 30, 1910, our Mr. Gruenfeldt, in a bevel-gear shaft-driven Baker electric, equipped with forty cells of A-6 Edison battery, made 201.6 miles, at an average speed of 12¾ miles per hour. The entire run was made under the personal observation of Mr. Charles G. Steinhauer, automobile editor of the *Cleveland Leader*, the route being as follows:

Start was made at 8.40 A. M. from the Baken Motor Vehicle Co., at the corner of Euclid Avenue and East 71st Street; thence west on Euclid Avenue to 9th Street, to Superior Avenue, to the Viaduct, to West 25th Street, to Detroit Avenue, to Lake Avenue, to Lake Road (Clifton Park), to Clifton Road, to West Clifton Boulevard, to Detroit Avenue, to Rocky River bridge, to Center Ridge Road; thence through Dover to the end of

the brick pavement (20 miles); back over Center Ridge Road through Dover to the Rocky River bridge (27.4 miles—10.40), to Detroit Avenue, to Riverside Road, to Lorain Street at Kamms Corners, west on Lorain Street, through North Olmstead (37.3 miles—11:26), to end of brick pavement (39.9 miles); return by Lorain Street to Kamms Corners (50.2 miles); thence south on Berea Road to Front Street, Berea; along Front Street to West Bridge Street, to Prospect Street, to Spraguetown (57.6 miles), returning over the same route through Berea to Kamms Corners, thence by Riverside Road to Idlewild (67.1 miles—1:40).

A stop of one hour was made here for lunch.

Left Idlewild, north on Riverside Road to West Madison, east on West Madison to Cohasset, to Detroit, east on Detroit to Lake Avenue, Lake Avenue west to Webb Road, to Clifton Boulevard, east on Clifton Boulevard to 116th Street, to Detroit, east on Detroit to Lake Avenue, west on Lake Avenue and Lake Road to West Clifton Boulevard, to Detroit, west on Detroit to Rocky River bridge, to Center Ridge Road, thence through Dover to the end of brick pavement, returning through Dover (100 miles, at 5:10) to Rocky River, to Detroit Avenue, by way of the Superior Viaduct to Public Square; to Euclid Avenue, out Euclid Avenue, through Lake View, East Cleveland, Euclid Village to Stop 19 (125.1 miles), returning by Euclid Road to Dille Road, by Dille Road through Nottingham to Lake Shore Boulevard, past Euclid Beach and the White City to residence of W. G. Mather (133.1 miles), returning by the Lake Shore Boulevard to Dille Road, to Euclid east, to Stop 19 (140.4 miles), returning Euclid Road west to Lake View (148.3 miles), returning east on Euclid to Stop 19, west on Euclid to Dille Road, Dille Road to Lake Shore Boulevard, 105th Street to Superior, to Ansel Road, to Crawford Road, to 84th Street, to Euclid Avenue, to 81st Street, to Carnegie Avenue, to 79th Street, to Quincy Avenue, to 55th Street, to Woodland Avenue, to East 9th Street, to Prospect Avenue, to 55th Street, to Woodland Avenue, to East 9th Street, returning on Woodland Avenue to 55th Street, to Quincy Avenue, to 79th Street, to Carnegie Avenue, to 89th Street, to Euclid Avenue, to 71st Street, to Carnegie Avenue, to 66th Street, back on Carnegie Avenue to 65th Street, to Euclid Avenue, to 71st Street, to Carnegie Avenue, to 65th Street, to Euclid Avenue, to 71st Street, to Carnegie Avenue, to 65th Street, to Euclid Avenue, to 71st Street and the garage (202.6 miles, at 1:45).

Toledo

The first of the new Overland Model 45, 4-cylinder, 20 hp. roadsters was shipped last week. The Overland dealer at Lincoln, Neb., enjoyed the distinction of receiving the first car that ever went out of the Willys-Overland

factory at so low a price, \$775 at retail. The Nebraska dealer wanted the machine enough to pay express charges in order to save the delay that it might have encountered had it been transported by freight. Since the Overland announced that it would build a 4-cylinder car at such a low price the factory has had one continuous stream of inquiries and orders for it. To curb this demand Sales Manager George W. Bennett has a clause in each of the dealers' contracts stipulating that not more than ten per cent. of the dealers allotment shall be of this new roadster.

Work at the plant has started at a lively rate on the 1911 models and about 2,000 employees are busy in the different departments. Before the first of the year the company expects the number will be increased to about 4,000. The new forging plant is in operation, although several more big hammers will be installed. Men are pushing work on these as rapidly as possible. That part of the department that is going is turning out about 100 axles a day. A nice feature in connection with the forging plant for the benefit of the employees, is a room fitted up with shower baths where the men can clean up before going on the street or entering street cars when they leave for home at night. The room is also provided with lockers where employees may leave their street clothes during the day and likewise their working clothes during the night.

All other departments of the Overland are working smoothly with the exception of the building where the bodies are made. Here they are so cramped for space that it is impossible to turn out bodies fast enough to keep up with the cars built. The Milburn Wagon Company and one or two smaller firms, is building bodies for the Overland. As soon as the Kinsey Company gets into its new plant its building will be taken by the Overland and used exclusively for building bodies. At present this body shortage is holding back shipments and this will not be overcome until the larger plant can be secured.

Sales Manager Bennett says, as far as agencies are concerned, every bit of territory except a small portion of Wisconsin and a few counties in other remote parts of other States are closed for next year. He says there is scarcely a county in any State that can be called open territory. Everything is closed so that his attention is now turned to getting

them through the factory in order to make deliveries to the dealers on schedule.

George T. Perkins, former president of the B. F. Goodrich Company, of Akron, Ohio, died Wednesday. Mr. Perkins made millions in the rubber business and was prominent in business and financial circles. At his death he was president of the Second National Bank.

L. M. Fields, representative of the Auburn Automobile Company, is in Toledo for the purpose of establishing an agency for the Auburn 1911 line of cars. From here Fields will make a tour of the Eastern territory establishing agencies there. He has two or three Toledo parties figuring for a contract, but has not closed with anyone.

Dayton

E. J. Deville and W. H. Yeazel, formerly connected with the sales department of the National Cash Register Company, have formed the Standard Motor Car Company and will open a salesroom and garage at 25 North Jefferson Street next week. The new company will handle the Hudson and Marmon cars.

The general service department of the National Cash Register Company, of Dayton, O., has displaced six more of its horse-drawn trucks and substituted two more Packard automobile trucks. This gives the company five motor trucks and with them it is doing more hauling at a greatly reduced cost than it did when it employed 15 teams.

The Overland Sales Company, of West Alexandria, O., has leased a display room at Second and Main Streets and will occupy it on October 1.

The Ohio Automobile Company, of North Jefferson Street, agent for the Ford, has added the Staver, the Republic and the Parry cars to its line.

The work of the No. 3 plant of the Stoddard-Dayton is progressing nicely, and seven buildings with approximately 200,000 square feet of floor space have been finished and are occupied by a working force of about 450 men. Within 30 days General Superintendent R. T. Houk anticipates that his force will be increased to between 900 and 1,000 workmen.

INDIANA

Indianapolis

The leading Waverley electric for 1911 is the new model 81, a four-passenger brougham, resembling in many respects last year's model, but having a number of improvements and refinements which increases its luxuriant qualities. Another output of the Waverley Company is the Roadster, model 78. The body of this model is low hung, its length has been increased and it has been given a decidedly racy appearance. The principal change in models 75-C, 70-C, 76 and 74 is the low hang of the body. On the Waverley runabout a continuous fender has been substituted for the separate wheel guards previously carried.

Will H. Brown, vice-president of the Willys-Overland Company, was a special guest at the Ohio Valley Exposition at Cincinnati last week. He is one of the exposition commissioners.

The Archey-Atkins Company, distributors of the Pierce-Arrow and Woods electrics, occupied its new sales room at 425 North Meridian Street last week.

Creditors of the Anderson Carriage Company at Anderson, which is in the hands of a receiver, have filed a petition in the Federal Court in Indianapolis asking that the concern be adjudged bankrupt. The company made an unsuccessful venture in making motor buggies.

Employees of the Willys-Overland Company gave a watermelon feast last week in honor of George Williams, superintendent of the motor department, who left September 15 to become general superintendent for the Pierce Motor Company at Racine, Wis.

A new sales room at 427 North Meridian Street has been occupied by the Inter States Motor Sales Company, distributors for the Winton and Inter-State.

The Auto Sales Company, 23-25 Kentucky Avenue, has become Indiana distributor for the Staver-Chicago, which has not been previously represented in this territory.

During the 1911 season the Willys-Overland Company will manufacture five chassis models

upon which will be built 22 different body designs, with foredoors optional at the same price. The company will manufacture four-cylinders cars exclusively, ranging in price from \$775 to \$1,675 and from 20 to 35 hp.

The American Motor Car Company during the coming season will manufacture nine models, seven of which will be with the under-slung frame, and two models with the over-slung frame. The company made 300 cars for the 1910 season, but will make 400 cars for the 1911 trade.

The Fowler Manufacturing Company will soon establish a factory at Alexandria for the manufacture of a four-cylinder car to be known as the Fowler. The company is now disposing of \$10,000 worth of bonds to be used in building the factory.

The Cecil E. Gibson Motor Car Company has been organized at Indianapolis, Ind., and will establish a factory there for the manufacture of commercial cars after designs prepared by Mr. Gibson.

The Board of Health of Indianapolis, Ind., has been allowed an appropriation of \$3,600 to be used in the purchase of a gasoline ambulance. Dr. Charles S. Wood, secretary of the board, will receive the bids.

South Bend

Describing the electric cars it manufactures, the Studebaker Automobile Company has issued an entertaining booklet which tells all about its product and incidentally gives some of the reasons why electrics are in such demand by the women. The booklet is profusely illustrated.

Mishawaka

Guy Stutsman, proprietor of the Star garage at Mishawaka, Ind., has obtained the agency for the Oakland automobile for St. Joseph and Elkhart counties.

PENNSYLVANIA

Philadelphia

The H. Hilton Gantert Company, agent for the Stearns and Ohio cars, has secured the agency for the Selden car and will display it at the company's salesroom, 510 North Broad Street.

Following an attempt to get away from Automobile Row, several of the dealers have gone north on Broad Street, or to Sansom Street, or 18th Street, but the Motor Company has followed the lead of Quinby & Company and has removed to 16th and Walnut Streets, where it will sell Premiers within the shadows of the most aristocratic clubs of the city. The new building is a one-story structure with a frontage of 40 feet on Walnut Street and 60 feet on 16th Street. The entire front of the building is plate glass. The interior is finished in green and white—the colors of the company. Mission furniture, highly polished floors and ornamental palms and trees add greatly to the attractiveness of the rooms. The general and executive offices of the company are 1,529 Walnut Street and the garage and repair shop is at 2017 Sansom Street.

The Keim Supply Company has removed the stock from its branch at 508 North Broad Street to the main store at 1227 Market Street, and will center its entire energies at the Market Street establishment.

Joseph Hudson, president of the Automobile Company of Philadelphia, has gone to the Marmon factory in Indianapolis to make arrangements for the immediate shipment of additional cars and also to complete details for an increase of territory.

J. A. Brownlee, who has been selling the Pierce-Arrow at San Antonio, Texas, has joined the sales force of the Foss Hughes Motor Car Company, local agents for the Pierce-Arrow.

The scope of the Henry R. Hoopes Motor Company has been enlarged by the addition of a repair shop which will be carried on in conjunction with the agency for the Rambler and Crawford cars. Henry R. Hoopes, president of the company, has leased a portion of the adjoining building, which was formerly occupied by a machinery company.

The repair department of the Berrodin Rubber Company, agents for the G. and J. tire, has been strengthened by the addition of Frank D. Gable, who was connected with the same department of the Michelin Tire and the Diamond Rubber companies.

All Automobile Row has been congratulating Joe Keir, the Ajax tire agent, on the birth of an heir. Besides being prominent in the trade world, Mr. Keir takes an important part in motoring sport. He is the Quaker City Motor Club's clerk, of course, in the Fairmount Park race.

The Cental Auto Supply Company has been obliged, through press of business, to remove from its old quarters at 252 North Fifteenth Street to a larger establishment at 520 North Broad Street.

A local selling agency for the Truffault Hartford shock absorber has been opened at 250 North Broad Street, with Charles K. Politzer in charge.

The Sproehle Manufacturing Company, maker of automobile parts, will remove to Frackville, where it will open a large plant

for the manufacture of automobiles. The capital stock has been increased to \$p,000,000.

The Olney Automobile Company has put on the market two new tire pumps, one called the Bastian compound, the other the friction tire pump.

Reading

Local automobile dealers are engaging space at the Berks County Fair, September 27, 28, 29 and 30, and expect to display a large line of the 1911 model cars.

Harry Schwartz, local agent for the Ford and Velie, has returned from a trip through the coal regions in a new model Velie car. He received a number of orders for immediate delivery.

The Berks Auto Traffic Company, which operated several automobile stage routes out of Reading, Pa., has discontinued its business,



NEW BOSTON HOME OF THE PEERLESS

due to the growing use of the automobile, which affected the company's business to a great extent through the rural districts. All of the equipment, including several of the large 24-passenger cars, has been disposed of.

MASSACHUSETTS

Boston

The aviation field at Squantum seemed to be more of an attraction for the local dealers than their salesrooms, judging by the way many of them hovered about there watching the flyers performing their stunts. And that the officials and aviators could not get along without the motor cars was shown by the number of official machines used every day. The cars were two Whites, Thomas Flyer, Viking, Rainier and Chalmers and all were used freely. The active work in running affairs was done by motorists. Charles J. Glidden was chairman of the contest committee, and Harry Knights, of the A. A. A., contest board, J. C. Kerrison, J. E. Savelle, A. D. Peck and Royce Fay, the timers, are all identified with local agencies.

J. E. Savelle, for some time manager of the New England Motor Vehicle Company, handlers of the Rainier and Parry cars, has resigned. He will superintend the construction and equipment of a big garage and when it is finished he will take charge of it.

The Moline car has joined the Boston colony and is now being handled by the Jameson Company, which has the agency for the Selden.

The Overland, which was handled by the J. M. Linscott Company until recently, is again represented in Boston, a new firm known as the Connell & McKene Company having secured it. Frank Wentworth, who has been selling the Overland in New Hampshire, is active in looking after the general distribution of the cars.

E. P. Blake, for several years New England distributor of the Jackson cars, has given up that work to devote his time to the McIntyre truck. He may take on another car later. W. H. Bates, who has sold the Jackson in Brockton for a long time, has taken over the Boston agency on Boylston Street.

More than 1,500 motorists visited the new

Peerless building last week in response to the general invitation sent out by Manager J. L. Snow.

J. M. Linscott, who has had the entire Massachusetts territory for Reos, has secured New Hampshire and Vermont for the coming season. Eventually he hopes to have the entire New England field.

Chicopee Falls

W. D. Newcomer, of Kansas City, Mo., made a trip of more than 5,000 miles recently, and when he parked his car in St. Louis, Mo., after finishing his journey, the original Kansas City air was in the Fisk quality tires with which his car was equipped. Mr. Newcomer left Kansas City on June 13 and passed through the following cities: Omaha, Neb.; Lincoln, Neb.; Sioux City, Iowa; Aberdeen, S. D.; Jamestown, S. D.; Bismark, S. D.; Underwood, N. D.; Minneapolis, Minn.; St. Paul, Mo.; Dubuque, Iowa; Chicago, Ill.; Toledo, Ohio; Pittsburg, Pa.; New York City, Philadelphia, Pa.; Baltimore, Md.; Washington, D. C., and then west to St. Louis. All through the trip Newcomer experienced no tire trouble.

Direct factory branches have been opened by the Fisk Rubber Company, of Chicopee Falls, in Providence, R. I.; Rochester, N. Y., and Oakland, Cal., to enable it to keep pace with the rapidly growing demand for its quality tires. The company now has 20 factory branches, located in the following cities: Boston, Mass.; Springfield, Mass.; New York City; Philadelphia, Pa.; Atlanta, Ga.; Buffalo, N. Y.; Cleveland, Ohio; Detroit, Mich.; Chicago, Ill.; St. Louis, Mo.; Minneapolis, Minn.; St. Paul, Mo.; Kansas City, Mo.; Denver, Colo.; Seattle, Wash.; Los Angeles, Cal.; San Francisco, Cal.

KENTUCKY

Louisville

The Reimers Motor Car Company has secured the Kentucky agency for the Locomobile, which was formerly handled by Gero Looms. The company also handles the Reo, Haynes, Babcock electric and the Hart-Kraft truck.

J. B. Duncan, of the repair department of the Packard Motor Car Company, of Detroit, has taken the general managership of the

Miles Automobile Company. Hardin Ward, who has been in charge of the garage, has been promoted to head the selling branch of the truck department.

The Louisville Automobile Company is making an exhibit of Hupmobiles at the Kentucky State Fair.

Cars of the new models have been received by all the local dealers, and the daily papers are crowded with announcements of their specifications.

The Southern Automobile Exchange has been formed for the buying and selling of second-hand cars. Quarters have been secured with the Thomas Motor Car Company, at Second and Guthrie Streets.

C. Urwick, of the Urwick Machinery & Supply Company, has taken the agency for the Marmon automobile, which has been handled by the Atlas Machine Company. He has started to build a garage at Brook Street and Broadway.

CONNECTICUT

Hartford

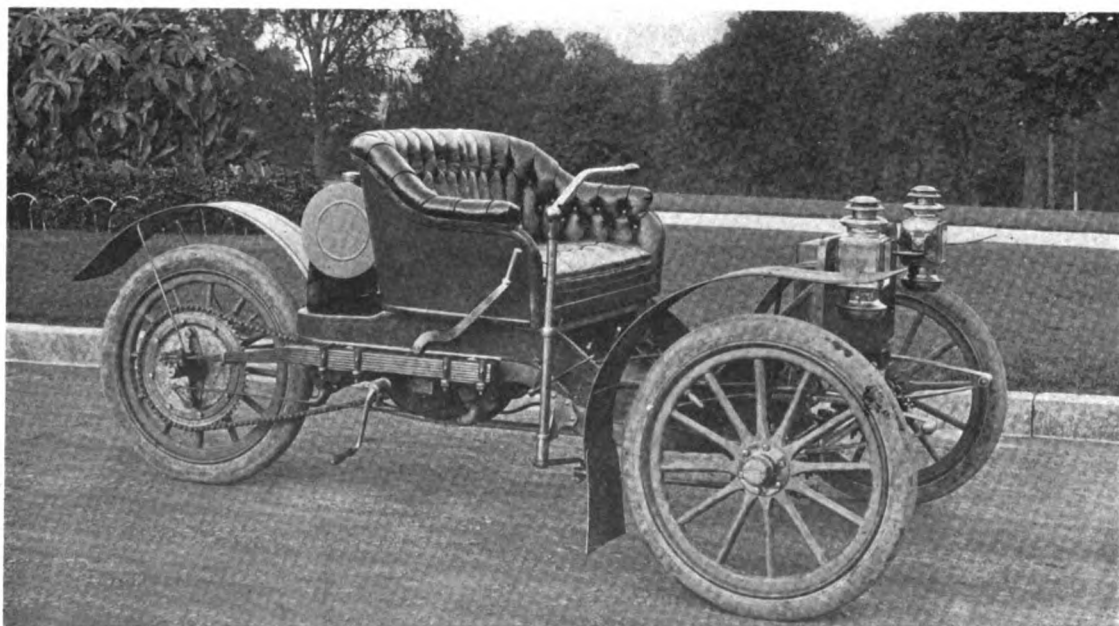
As a result of plans that have been carefully laid a new company that promises to be a

factor in the trade makes its bow this week. It is the C. W. Kelsey Mfg. Company, of Hartford, Conn., makers of a new three-wheel car styled the Motorette, which is to be produced in enormous quantities and sell at a popular price—\$385. At the head of the new concern is C. W. Kelsey, who has for years been a well known figure in the trade, and the impress of whose individuality is apparent in the moves that have been made by the company which bears his name. For this reason the story of the Motorette, as told in the following paragraphs by Kelsey, is interesting:

"It has been the dream of automobile designers since the beginning to make a successful three wheel automobile, thereby doing away with the complicated differential, heavy rear axle, numerous bearings, with one less wheel and one less tire, making a large reduction in weight and substantially reducing the cost.

"Way back in the early days Leon Boille experimented along these lines and produced a fairly successful machine. The passengers, however, had to sit back of each other, on account of the liability of the rear wheel to tilt.

"In 1897 and 1898 I made a successful three-wheel machine, but found it necessary to use a solid under frame in order to do away with the tilting of the rear wheel. Many three-wheel machines have been built, but all have found this difficulty. The solid



THE MOTORETTE, PRICE \$385

under frame being subject to the entire road vibration was not altogether successful.

"After ten years of study and experimenting on this line a very ingenious and simple device has been perfected to overcome any possibility of the rear wheel tilting. This apparatus consists of a cross rod running from one side of the frame to the other, located in the forward part of the car. Fastened to either end of this is a lever, at the ends of which are connecting rods joining the front axle. By this extremely simple device it makes it necessary for both front springs to go up and down together, doing away with any possibility of the machine upsetting or the rear wheel tilting. The illustration shows the first assembled car with this device on it.

"The Motorette weighs 475 pounds and is run by a double opposed, motorcycle, motor with an enclosed planetary transmission giving two speeds forward and one reverse. It has a clearance of 10 inches. A circulating sight feed oil system is used, delivering oil directly to the motor bearings and the two cylinders. From these parts it flows into the crank case, then overflows into the crank case bottom, where it is forced back through a filter to the original reservoir. An oil supply of one gallon and a gasolene supply of six gallons is suf-

ficient for a 150 or 180 mile run. The light weight of the Motorette makes possible the use of heavy motorcycle tires on the front wheels.

"Timken bearings are used in the rear wheels, an I-beam drop forged steel front axle is used; Cramp's Parsons white brass boxes are used in the motor; the gears in the transmission are made of the best possible gear steel; the springs are made by the Spring Perch Company, of Bridgeport, of the same material as are the Packard, Pierce, etc.

"The Kelsey Company has leased the Cheney Silk Mills at Hartford, and expects to turn out 10,000 Motorettes within the next eight months."

C. W. Kelsey, who is president of the company, has been in the automobile business since 1895. William D. Disston, of the Henry Disston & Sons Company, of Philadelphia, is vice-president, and they, with Edward D. Freeman, of the Grand Union Tea Company, are the directors. G. F. Kuhn, the engineer, held a similar position with the Seaman-Halske Company in Germany and also with the Maxwell-Briscoe Company. Arnold Foerster, of the United States Fruit Company, who will have charge of the accounting department, and F. S. Hyatt make up the engineering and executive staff of the new company.



THE NEW PIONEER BUILDING IN SAN FRANCISCO

WASHINGTON, D. C.

Exports of American automobiles and accessories continue to jump. For the month of July, 1910, the exports came to a total of \$1,224,295, which is \$262,054 more than for July, 1909. For the seven-month period ending with July of the present year, the exports were valued at \$8,641,548, and for a like period in 1909 they were valued at \$4,975,889, showing an increase of \$3,665,655. This total is still

more astounding when compared with the even months ending July, 1908. Then the exports of automobiles and their accessories were valued at \$3,613,941, or less than the increase of the present year over 1909 and the present year's gain over 1908 reaches the total of \$5,027,603.

The figures for the exports, showing the countries which took the American product, are as follows:

	July, '09	July, '10	7 months ending July, '09	7 months ending July, '10
United Kingdom	\$333,294	\$309,421	\$1,508,846	\$2,081,977
France	102,839	60,038	661,071	598,038
Germany	56,924	58,420	139,788	235,438
Italy	2,068	14,296	214,345	340,119
Other Europe	21,884	87,639	243,881	524,375
Canada	361,581	465,920	1,439,930	3,490,714
Mexico	22,571	64,864	272,722	361,102
West Indies and Bermuda.....	18,730	14,153	175,448	247,345
South America	5,430	33,602	95,722	226,208
British Oceania	22,097	62,842	106,797	194,283
Other Asia and Oceania.....	7,585	36,452	55,691	234,155
Other countries	7,240	16,648	61,648	107,790
	\$962,243	\$1,224,295	\$4,975,889	\$8,641,544

Imports of automobiles and their accessories are decreasing, slowly but none the less surely. For July of this year they amounted to \$245,373, which is \$141,084 less than for July, 1909. Figuring for the seven months ending July,

1909, the imports were valued at \$2,053,641 and for a like period this year the imports only came to \$1,813,133, or \$240,508 less this year than last. The figures given out by the Department of Commerce and Labor follow:

	July, '09	July, '10	7 months ending July, '09	7 months ending July, '10
United Kingdom	\$ 22,399	\$ 29,097	\$ 104,625	\$ 113,955
France	129,216	74,098	928,712	670,340
Germany	43,563	19,369	173,813	196,805
Italy	92,597	35,039	336,430	176,470
Other countries	12,250	34,332	49,063	107,427
Parts of (not including tires)—dut.....	86,432	53,438	460,998	548,136
	\$386,457	\$245,373	\$2,053,641	\$1,813,133

NEW JERSEY

Newark

Quite a number of the members of the New Jersey Automobile Dealers' Association attended an informal dinner, held at the country club house of the New Jersey Automobile and Motor Club, at Lake Apshawa, N. J., on September 8. Representatives of the automobile industry from all over the State were present, and all had an enjoyable time. The purpose of the dinner was to acquaint members with each other.

As a result of the gathering, an active cam-

paign is about to be started to strengthen the organization by the enrollment of garage owners and automobile accessory dealers in the club's membership. President George Blakeslee, of Jersey City, was at the head of the table at the dinner, and there were representatives from distant points in the State.

Advertising creates *prestige* and prestige brings *profit*. Dealer and consumer alike admire and patronize "*headliners*."

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Here and There

A run to Platteville, Wis., on September 23 and 24 is the latest event to be planned by the members of the Wisconsin State Automobile Association and the Milwaukee Automobile Club. It will be a stag pleasure affair, but indications are that about ten cars of Milwaukee motorists will make the run.

The Southwestern Automobile Association has scheduled a big meeting to be held at Platteville on September 23 and the Milwaukeeans will take in this event. Good roads will be the leading topic of discussion and plans will be outlined for improving conditions in southwestern Wisconsin.

Many well known motorists of Milwaukee participated in the tour to Sturgeon Bay, Wis., and return on Sept. 3, 4 and 5. Members of the Sturgeon Bay Club met the Milwaukeeans at Manitowoc, and acted as pilots for the remainder of the trip. Sunday was spent exploring the Door County peninsula.

Indignant over the way the Callan automobile law is being enforced in New York, wealthy automobilists of Greenwich, Conn., have hired a special policeman to stand guard over the bridge, on the Boston Post Road at Byram bridge, which marks the boundary line between New York and Connecticut, and hold up each New York motorist who tried to cross the line. The number of the car is taken and the officer makes a note of it. If the New Yorker tries to cross the boundary line more than ten days in one year, without a Connecticut license, the officer, acting under instructions from his employers, will arrest him. It is said that the Greenwich magistrate before whom the New York offenders will be haled, is in full sympathy with the men who are paying the special officer and that he will impose the severest penalty allowed by the law.

New Jersey delegates to the Good Roads convention which opens in St. Louis, Mo., the latter part of this month, are making efforts to have next year's convention held in Newark, N. J.

The Italian government has opened a school for aviators at Pordenone and has 14 pupils on its roll. Great interest is being taken in the School by the royal family and the army officers. A flight over the Italian Alps is one of the feats which the students in the new school will attempt.

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Troy, N. Y.—Wilson Automobile Company, with \$10,000 capital. Incorporators: John V. D. Wilson, Frank H. Deal and A. M. Powers.

Boston, Mass.—F. R. Parker Co., with \$50,000 capital. Incorporators: Frank R. Parker, Clarence C. Colby and James A. Murphy.

Newark, N. J.—The Wallace-De Wilde Company, with \$10,000 capital. Incorporators: Henry A. O'Brien, John Beckman Wallace and Herbert De Wilde.

Wilmington, Del.—Federal Motor Company, with \$400,000 capital. Incorporators: Artemas Smith, George W. May and G. W. Dorsey, Jr.

Chicago, Ill.—Manufacturers Auto Tire Company, with \$2,500 capital. Incorporators: William A. McGivan, John F. Clare and Edward Byrnes.

Columbus, O.—The Cummins Auto Sales Company, with \$10,000 capital. Incorporators: Charles C. Cummins, Frank S. Cummins, Harry Z. Cummins, Ira E. Cummins and Virgin L. Fishbaugh.

Detroit, Mich.—Universal Motor Truck Company, with \$350,000 capital. Incorporators: Louis Kamper, August P. Kling, E. H. Haberkorn, A. E. Barker, Morse Rohmert, Herman A. Uihlein and Charles B. Culbertson.

Toledo, O.—McLeary Engineering Company, with \$25,000 capital. Incorporators: Edward McLeary, Oliver P. Bernhart, Reuben G. Bernhart, Samuel J. Fagen and John F. Kumler. To manufacture and sell motors for aeroplanes and automobiles, and to do a general automobile repair business.

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Detroit, Mich.—The Universal Motor Truck Company, with \$350,000. Incorporators: Louis Kamper, August P. Kling, Christian H. Haberkorn, Arthur E. Barker, Morse Rohnert, Albert Fisher, Herman A. Nihlein, Charles B. Culbertson.

Detroit, Mich.—The Whitney Motor Car Company, with \$150,000. Incorporators: George O. Tackles, Jay C. Hudson, H. C. Whitney, S. V. Miller, B. C. Eby, Frank A. Martini, Thad E. Leland and Guy Hamilton.

Automobile Calendar

September 12 to October 12.—Automobile Races held in connection with the Appalachian Exposition at Knoxville, Tenn.

September 15-22.—Road Races to be held at Lowell, Mass., under the auspices of the Lowell Automobile Club.

September 17.—American National Championship Balloon Race, to be held in Indianapolis, Ind.

September 17.—Power Boat Race through Whirlpool Rapids, Niagara Falls, N. Y., for purse of \$1,000 and a gold cup.

September 17.—Track Meet, under the joint auspices of the Automobile Club of Syracuse, N. Y., Syracuse Automobile Dealers' Association and the New York State Fair Association.

September 17.—Track Meet, held under the auspices of the Norristown, N. J., Automobile Club.

September 18.—Semmering Hill Climb, A. C. of Austria.

September 21, 22, 23.—Three-day Reliability Run, under the auspices of the Louisville, (Ky.) Automobile Club.

September 24.—Annual Santa Monica Road Race, under the auspices of the Licensed Motor Car Dealers' Association, of Los Angeles, Cal.

October—Reliability Run, under the auspices of the Chicago Motor Club.

October—Reliability Run, under the auspices of the Worcester (Mass.) Auto Club.

October 1.—Sixth Annual Vanderbilt Cup Road Race to be held on the Long Island Motor Parkway and the surrounding roads. Under the auspices of the Motor Cups Holding Company.

October 1.—Track meet at the Illinois State Board State Fair at Springfield, Ill.

October 2.—Gaillon Hill Climb, promoted by L'Auto.

October 6, 7 and 8.—Automobile Races at the Orange County Carnival at Santa Ana, Cal.

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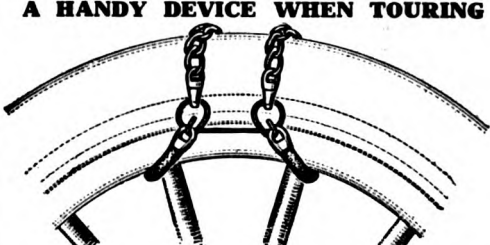
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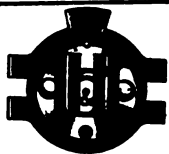
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October 8.—Automobile Races at the Interstate Fair, Spokane, Wash.

October 8.—Date selected for the start of the Chicago-New York Aeroplane Race, under the joint auspices of the New York Times and the Chicago Evening Post, for a \$25,000 prize.

October 8.—Third Annual Fairmount Park Race, under the auspices of the Quaker City Motor Club, Philadelphia.

October 8 to 13.—The St. Louis National Aero Show, to be held in the Coliseum Building, under the auspices of the Aero Club of St. Louis.

October 10 to 15.—Track Meet at the Arkansas State Fair at Hot Springs.

October 15.—Race for the Grand Prize of the Automobile Club of America to be held over the Long Island Motor Parkway and adjoining country roads.

October 15 to 23.—The International Aviation Meeting to be held under the direction of the Aero Club of America at Belmont Park, New York City.

October 17.—Start of the 1910 International Balloon Race from St. Louis, Mo.

October 23.—The Portola Road Race in San Francisco, Cal.

October 27, 28 and 29.—Three-day Track Meet, under the auspices of the Dallas (Tex.) Automobile Club.

November 3, 4 and 5.—The Fall Meet of the Atlanta Automobile Association at the two-mile motor-drome at Atlanta, Ga.

November 5 and 6.—Track Meet, under the auspices of the New Orleans (La.) Automobile Club.

November 5, 7.—Los Angeles-Phoenix Road Race.

November 24.—Mile High Hill Climb at Redlands, Cal., under the auspices of the Mile High Hill Climb Association.

November 24.—Road Race, under the auspices of the Savannah (Ga.) Automobile Club, over roads in the vicinity of Savannah.

November 24, 25 and 26.—Race Meet at the Los Angeles, Cal., motordrome.

December 1 to 8.—First Annual Aeronautical Exhibition under the auspices of the Aero Club of Illinois. To be held in the Chicago Coliseum.

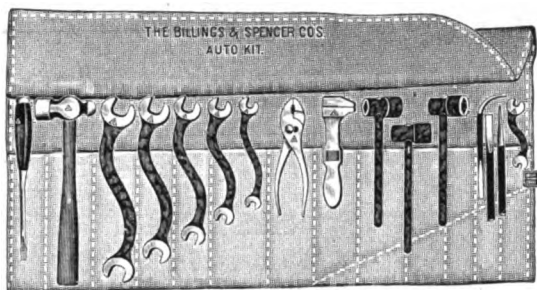
December 3-18.—Twelfth International Salon of the Automobile, the Cycle and the Sports, under the auspices of the A. C. of France.

January 7 to 21.—Annual Automobile Show in Madison Square Garden, New York, under the auspices of the Association of Licensed Automobile Manufacturers.

February 27 to March 4, 1911.—Fifth Annual Automobile Chow, under the auspices of the Kansas City (Mo.) Automobile Dealers' Association.

March 4 to 11, 1911.—Boston Automobile Dealers' Association's Annual Show in Mechanic's Hall.

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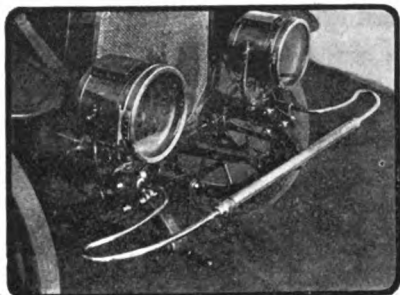
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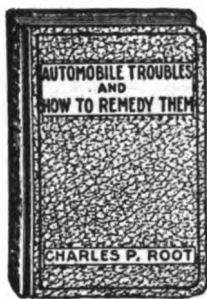
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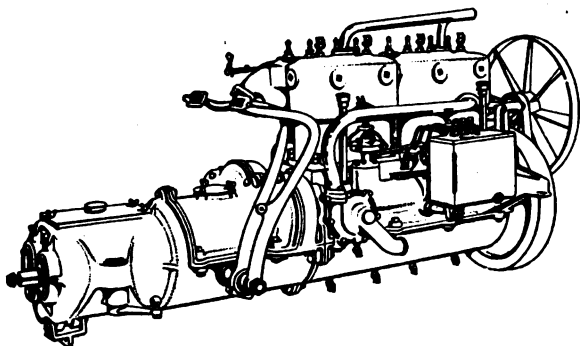
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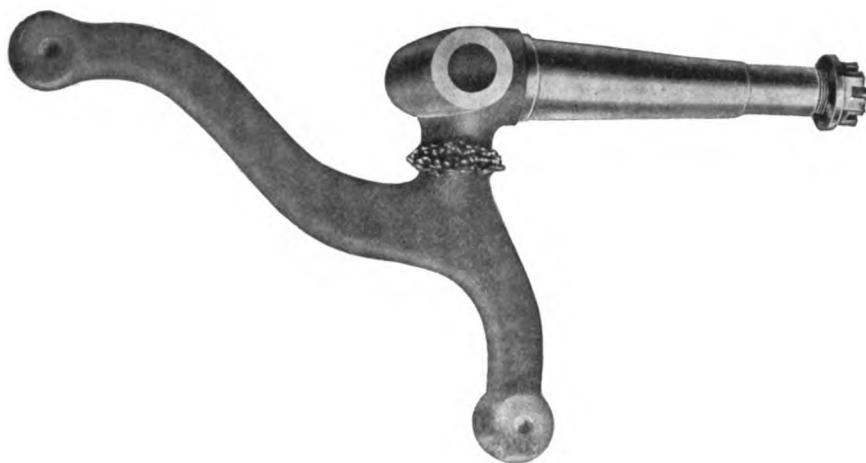
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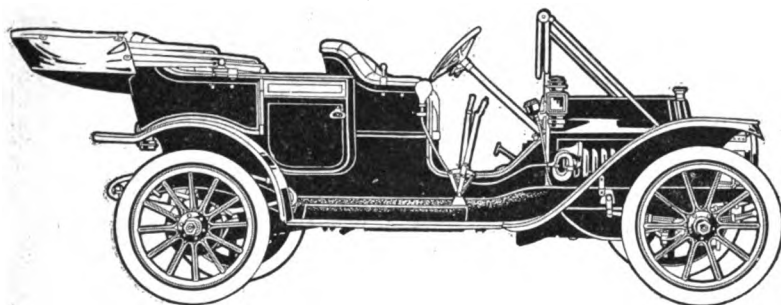
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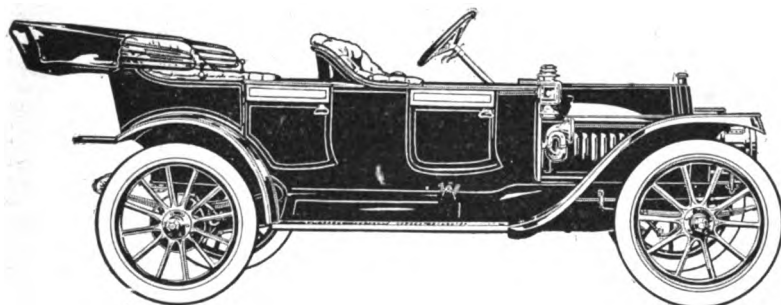
THE MODEL OF THE YEAR 1911

This is the low-price car which has the most of the features that will be called for in 1911.

This is the car which others will be most anxious to imitate in performance.



Finest Mohair Top and Brass Framed Wind-Shield \$100 Extra.



Fore Door Body \$50 Extra; Finest Mohair Top \$75 Extra.

\$1350

Complete with Magneto, Battery, Horn, Generator, Gas and Oil Lamps and Full Kit of Tools. F. O. B. Detroit.

SPECIFICATIONS

COLOR—Royal Blue with mahogany and solid brass trim. French gray running gear.
SEATS—4 or 5 passengers. Rear seat 52 inches wide.
FRAME—Double drop.
WHEEL-BASE—110 inches.
GAUGE—56 inches.
TIRES—34 x 3½ inches.
BRAKES—Two sets contracting and expanding on rear wheels.
HORSE POWER—Thirty.
CYLINDERS—Four, en bloc.
BORE—4 inches.
STROKE—4¾ inches.
COOLING—Water. Gear driven centrifugal pump on same shaft as magneto.
RADIATOR—Genuine honeycomb.
IGNITION—Magneto and battery.
CLUTCH—Improved cone with coil springs.
DRIVE—Shaft.
TRANSMISSION—Selective sliding gear on rear axle. Ball lock makes it impossible to cross and strip gears.
SPEEDS—Three forward, one reverse.
LOCK—Gear shifting lever can be secured with ordinary padlock, protecting owner against unauthorized use of car.

The mere announcement of the "Everitt 30" last season brought inquiries from hundreds of dealers who wished to handle the car to be produced by B. F. Everitt, William E. Metzger and William Kelly.

An output of 4000 cars for 1911 will enable us to take care of a number of additional dealers.

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superiority in
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service under
hardest work-
ing conditions
in all parts of
the country.**

**[I]n the three great reliability tours of 1910—
Glidden, Munsey and Star Cup—Ajax] Tires
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The United States Motor Company offers strong testimony as to the wonderful work of Ajax products on its winning cars in the Glidden and Munsey events. Read this letter:—

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Maxwell, No. 7...Second for Glidden Trophy
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Star Cup Tour, Kansas City 1675 Miles

Maxwell, No. 15..... } Official Awards
Maxwell, No. 14..... }
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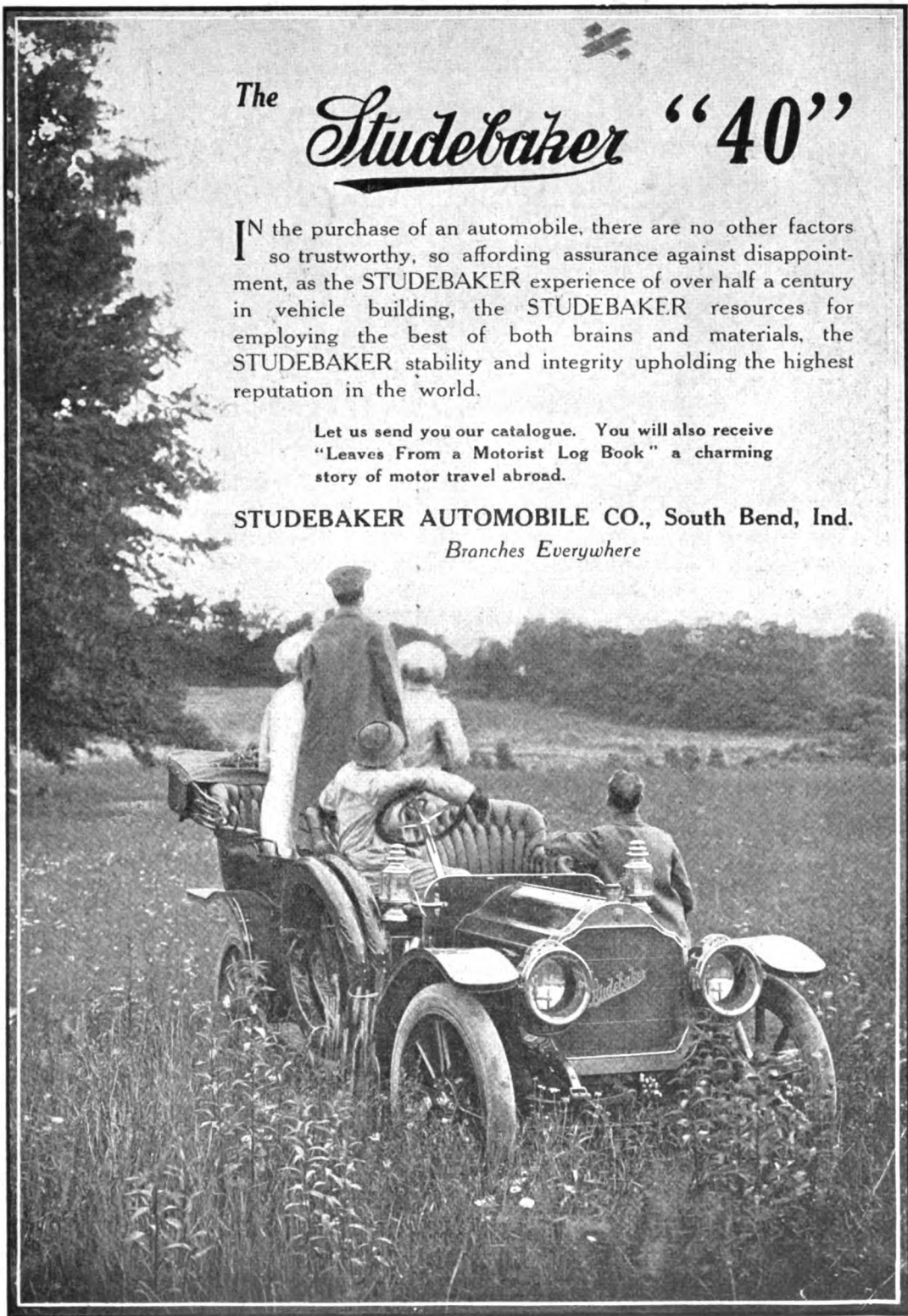
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Put a set of Hartford Tires on your car NOW. ¶ If you don't ride with more comfort and confidence than you ever have on any other make, if they don't last longer, then the veterans of the motor world are all wrong, for it is a fact that the experienced are the strongest adherents of Hartford Tires.

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The Stearns is suited for all uses—it is not limited to any particular field. It performs as efficiently on rough mountain roads as on the boulevards; it is as ready for a trip across the continent as a spin to a suburban club. It is as well suited for social duties as for a week-end trip to some summer resort.

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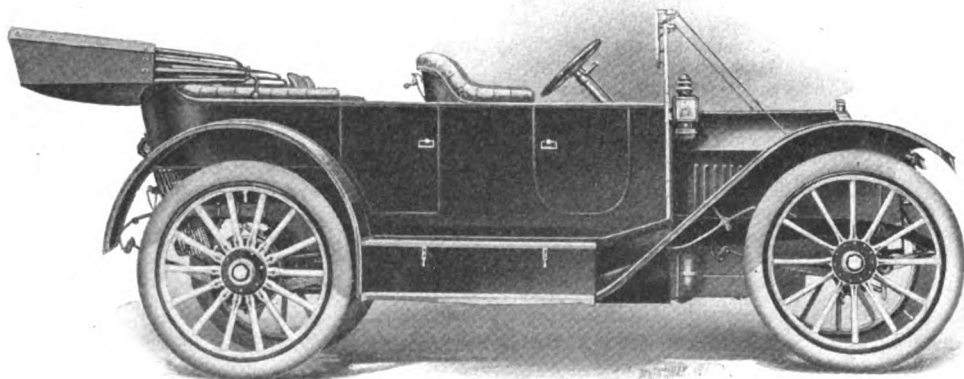
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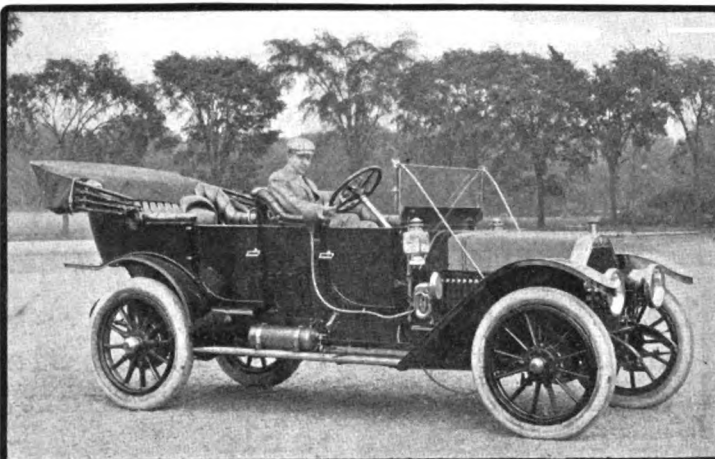
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The hand-propelled elevator ascends jerkily; the electric car smoothly and steadily. Like the six-cylinder motor, it runs with no interval between power impulses.

**LONG STROKE MOTOR**

The long lever produces the same result with less power, less effort. So, with the same power, the long-stroke motor produces greater speed and hill-climbing ability.

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These features produce unquestionably the quietest, smoothest running and easiest riding car. Noise, jars, jerks and vibrations are eliminated.

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(No interval between impulses)

Increases flexibility over the four-cylinder by over 33 1-3 per cent.

The greatest improvement since the change from two to four cylinders. All high class cars *must* eventually adopt them

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(The long swinging stride)

Gives equal power with fewer revolutions

Large Valves

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Give much more power and flexibility at low and high motor speeds

OWNERS WILL TELL YOU

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"This car has run 10,500 miles up to date. The car has been very satisfactory indeed."

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Each 6-40 motor develops 60 H. P. on test. Touring Car (5-pass.), Flyabout or Tourabout, \$3,750; Touring Car (7-pass.), \$3,850; Fore-door Touring Car (5-pass.), or Torpedo Flyabout, \$3,900; Fore-door (7-pass.), \$4,000; Limousine (7-pass.), \$5,000; Landaulet (7-pass.), \$5,100.

6-70 Touring Car (fastest and most powerful stock car built), Flyabout or Runabout, \$6000; Limousine, \$7500; Landaulet, \$7600.



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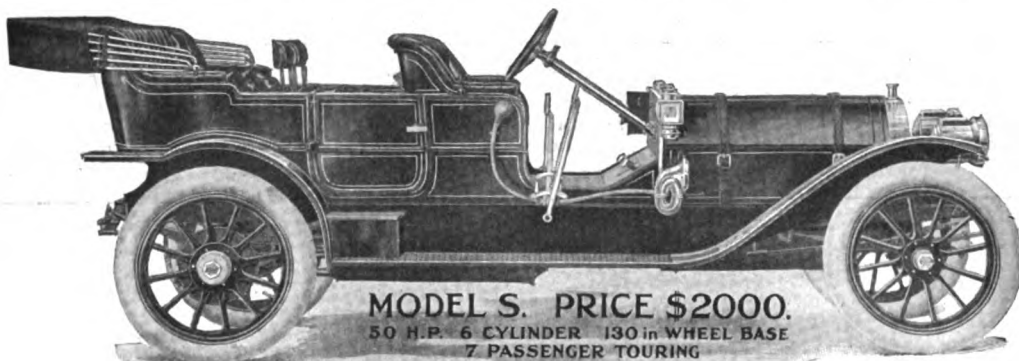


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Of the thousands of owners you can't find one who doesn't *swear by the car*.

It's the low-cost high-class car
Silent as the Foot of Time

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MODEL S. PRICE \$2000.
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Automobile Topics

Illustrated

Vol. XX.

NEW YORK, SEPTEMBER 24, 1910.

No. 25.

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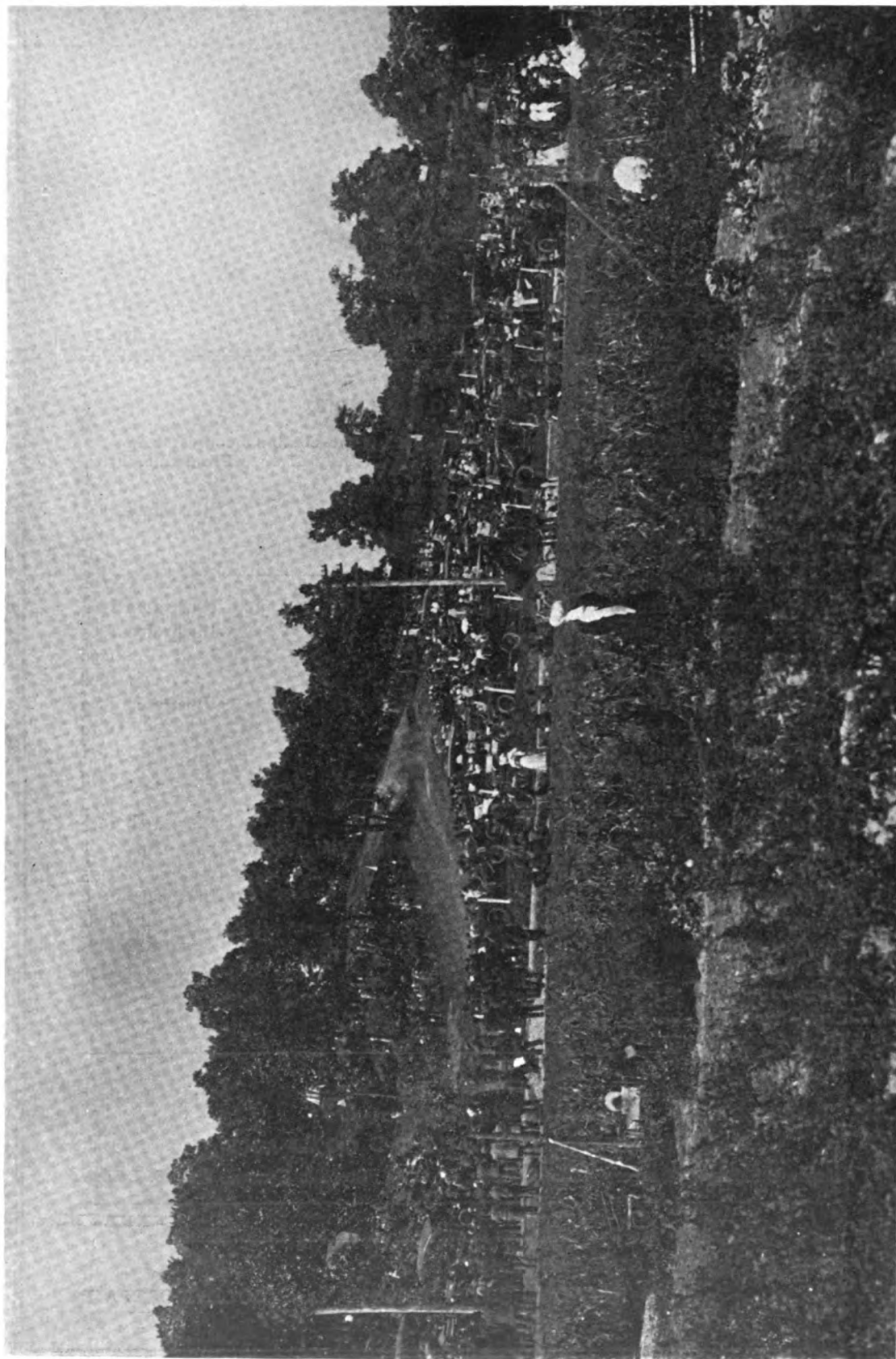
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GENERAL VIEW OF ALGONQUIN HILL, NEAR CHICAGO, DURING THE CLIMBING CONTEST HELD SATURDAY, SEPTEMBER 17

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS

Vol. XX.

NEW YORK, SEPTEMBER 24, 1910

No. 25

TOPICS

THE FRELINGHUYSEN "BOOM" is dead. We refer to

the snuffing out of the gubernatorial aspirations of the Hon. Joseph S. Frelinghuysen, the New York-New Jersey motorist-motorphobe, who has writ his name so indelibly on the statute book of the State in which he passes his nights. The snuffing process occurred at Trenton early this week, when a Republican candidate for governor was nominated. The Frelinghuysen boom, which started out with such bright promise a few months ago, and was to have behind it the non-motorists as a solid body, collapsed utterly. The votes cast for the Hon. Joseph were so few as to scarcely merit a better term than "scattering." Whether this disinclination of the Jersey G. O. P. to make Frelinghuysen its standard bearer was due to a wholesome respect for the motoring vote, or to a lack of liking for the Raritan man, is a matter for conjecture.

WHATEVER THE REASON for the turning down of Frelinghuysen, the action will be viewed with regret by some motorists. It would have been a joyful thing to have had the opportunity to put on record just what the motorists of New Jersey think of the author of the present law. Its worst features are the work of Frelinghuysen, while its good ones are present in spite of that individual. Every effort to make the law more reasonable and just has met with the disapproval of Frelinghuysen; the failure of the attempt to relieve non-residents of the burden of registering and paying license fee

can be laid directly at his door. These facts are so well known that all that was needed was to have Frelinghuysen's name on the ticket to insure his being overwhelmed at the polls. It is this fate that he has escaped.

IT IS A PITIABLE FIGURE that Frelinghuysen cuts in this political battle. That he should boss the New Jersey Legislature for years—at least, when motor vehicle legislation is under consideration—retaining his hold on the people of his legislative district, and then, when he appealed to his party for nomination to an office he covets, be turned down with emphasis, is the worst sort of retribution that counts. Perhaps this is the handwriting on the wall, and when the Hon. Joseph asks the votes of his people for re-election to the Legislature, they may be denied him. Let us hope so.

"AUTOMOBILES ARE RUNNING WILD in New York City these days. There are virtually no arrests at all for speeding. There are no attempts being made to stop speeding. Cars are racing everywhere at the rate of 25 to 30 miles an hour in broad daylight. At night, especially in the less populous districts, their 'clip' is oftentimes limited by the capacity of their motors." Thus a saffron-hued New York daily, taking its cue from an official of a motorphobic association of that city. And to what is this condition of affairs ascribed? To the Callan law, "which nobody seems to understand," and police inefficiency. Certainly, imagination plays a large part in the conduct of some businesses.

THE FIRST USE the western farmer made of his surplus when it began to accumulate a few years ago, was to buy a piano. The automobile came later, and, according to makers of pianos, it has proved a more dangerous competitor of the piano than even the phonograph, despite the opinion prevailing in some quarters that it was just the other way. "In many cases I could name when buying an automobile meant going without a piano there was no hesitation," is the way one piano dealer puts it. "The piano had no show at all. This would not be so bad were most folks satisfied to use one automobile for a long time. In that case the piano might sooner or later work in all right; but with the new methods coming to the front all the time and the auto appetite not being satisfied with a smaller machine so long as a bigger and better car is in the market, the piano has to work against long odds. No, the man or woman of comparatively small means who has the automobile habit has few surplus dollars to spend in other directions."

IT IS A LITTLE DIFFICULT to understand exactly what is meant by a dispatch sent from Gloucester, Mass., to the effect that "the offer of John Hays Hammond to instruct chauffeurs in public schools at his own expense has been accepted. The protest of the professional chauffeurs went unheeded." Does this mean that "chauffeuring" is to be taught in the public schools? No wonder the professionals object.

A CERTAIN FISTIC ENCOUNTER lent point to the assertion that no pugilist ever "came back." Before very long we shall see whether the Vanderbilt Cup race can "come back." Will the glories of that famous event be revived, and the familiar scenes of the night before be repeated with the return to the daylight starting time? Or has the automobile world moved so rapidly that the good old days at and around Garden City cannot "come back"?

OPINIONS DIFFER as to the varying degrees of excellence of the roads of different States. A Buffalo motorist, just returned from a long trip, awards the palm for bad highways to his own State, strange to say. "We found the roads in Massachusetts, Connecticut and Rhode Island far superior to those of New York," said he. "Practically the same weather

conditions prevailed throughout the trip, and there was a good opportunity for comparison. Of course, many of our roads laid three or four years ago have been found faulty and are being torn up and relaid. It is to be hoped that the new ones will be more satisfactory. More attention appears to be paid to proper drainage of roadway in the East, and the community seems to get its money's worth from good roads investment."

THAT AUTOMOBILING IS MAKING the American woman dowdy is the conclusion reached by a Berlin society leader, who has just returned from a visit to the United States. This critic found "that the women in America were all wearing the simplest kind of wash dresses, mostly bought ready-made and very cheap in quality. It was the automobiling craze which was in the main responsible for this metamorphosis. The craze is not only encouraging simple dressing, owing to the dust of travel, but it leaves no money for expensive clothes." Poor, old automobile; it gets the blame for everything

THIRTY-THREE STATES and eight foreign countries were given as the residences of motorists who registered in Massachusetts last summer. When it is remembered that only those who made a stay of ten days or more were required to register, some idea of the number of cars owned by non-residents may be obtained.

TO CHART the air currents at all altitudes so that the aviator or aeronaut in flying from continent to continent may lay his course as confidently as does the navigator of a ship, is the work undertaken by Professor A. Lawrence Rotch, of Harvard, who has obtained enough observations to prepare preliminary charts. It is pointed out that the charts will be of special benefit to the dirigible, which, Professor Rotch says, will "enjoy the advantage of selecting favorable currents, just as does a heavy and slow freight carrying steamship."

THE PALM FOR AGE is carried by a seventy-year-old farmer, who has applied to the Secretary of State of New York for a chauffeur's license.

Vanderbilt Cup Race Reviviscent

This year will witness a gallant attempt to restore the classic of American road races—the contest for the Vanderbilt Cup, to be run Saturday, October 1—to its pristine glory. It will be started at daybreak, as were all the early contests, and this alone is expected to play a big part in the process of rehabilitation; and as a good entry list is now practically assured and public interest is being aroused there is every indication that Long Island will



THE VANDERBILT CUP

take on its accustomed "Vanderbilt race" aspect next week and scores of thousands of spectators throng its roads and watch the flying cars as they make their spectacular dashes around the 12.64 mile circuit composed, in nearly equal parts, of cement parkway and oiled country road. Preparations have been going on for weeks, and now the course is open for practice, so that a busy week is ahead of the sport loving populace of the island which was named "Long" owing to the fact that it is very wide from east to west.

On Thursday, with three days in which en-

tries could still be received, the Motor Cups Holding Company announced that the number of cars nominated to participate in the historic event on October 1 had far surpassed those entered for the previous contests for the William K. Vanderbilt, Jr., Cup. At that time 22 cars had been named for the Vanderbilt Cup race, and ten for the two sweepstakes, which will be run in conjunction with the big event; seven for the Wheatley Hills division and three for the Massapeque. As the entry list does not close until to-day—September 24—it is likely that this number will be appreciably increased.

Following is the list of cars and drivers, with their practice numbers:

Vanderbilt Cup Race

- 1.—Benz (George Robertson).
- 2.—Benz (Edward A. Hearne).
- 3.—Benz (David Bruce Brown).
- 4.—Alco (Harry F. Grant).
- 5.—Pope-Hartford (Jack Fleming).
- 6.—Pope-Hartford (Bert Dingley).
- 7.—National (John Aitken).
- 8.—National (Al. Livingstone).
- 9.—Simplex (Leland Mitchell).
- 10.—Simplex (Ralph E. Beardsley).
- 11.—Lozier (Ralph Mulford).
- 12.—Marquette-Buick (Louis Chevrolet).
- 14.—Marquette-Buick (Robert Burman).
- 15.—Marquette-Buick (Arthur Chevrolet).
- 16.—Apperson (Harris Hanshue).
- 17.—Marmon (Joe Dawson).
- 18.—Marmon (Ray Harroun).
- 19.—Jackson (E. F. Scheifler).
- 20.—Corbin (Joe Matson).
- 21.—Amplex (Walter Jones).
- 22.—National (Louis Disbrow).
- 23.—Stoddard-Dayton (Tobin De Hymel).

Wheatley Hills Sweepstakes

- 31.—Marion (Marcel Basle).
- 32.—Marmon (not named).
- 33.—Mercer (E. H. Sherwood).
- 34.—Corbin (Alvin Maisenville).
- 35.—S. P. O. (John Juhasz).
- 36.—Correja (not named).
- 37.—Mercer (not named).

Massapequa Sweepstakes

- 41.—Cole "30" (Bill Endicott).
- 43.—Cole "30" (Louis Edmunds).
- 44.—Lancia (William Knipper).

Both the races for the Vanderbilt cup and the two sweepstakes will be run under slightly different conditions from those that governed the contests last year. In the Vanderbilt event there has been no weight restrictions placed on the cars, the only requirement being that they

be of a certain piston displacement. Last year the rules required the cars in the Vanderbilt division to be in Classes 1 and 2 (Class B), viz: 451 to 600 cubic inches piston displacement; minimum weight 2,400 pounds. 301 to 450 cubic inches piston displacement; minimum weight 2,100 pounds.

This year the race is open to cars in Class C, (Divisions 4C and 5 C), 301 to 450 cubic inches piston displacement and 450 to 600 cubic inches piston displacement. Class C, according to the rules of the Contest Board of the American Automobile Association, is open to any gasoline car or chassis made by a factory which has during the twelve months prior to the date of the contest, produced at least 50 motor cars, not necessarily of the same model. The cars are eligible under the same piston displacement limitations of Class "B" (as in last year's race), but without minimum weight restrictions.

All the cars entered will be examined by a Technical Committee not later than three days prior to the race and if any evasion of the rules has been attempted disqualification will result. No more than three cars of any one make may be entered in any one class. Each car is required to carry during the race two passengers seated side by side, and all mechanical repairs must be made solely by the crew of the car. Two of the three pit attendants will be permitted to assist in the replacing of the tires and the replenishing of oil, water, gasoline and cranking the motor. The fuel receptacles must be replenished at the pits in front of the grand stand and attendants may hand the repairs from the pits to the car crew, or place them on the ground in front of the pit, but cannot in any way convey them from the pit to the car.

Any competing car voluntarily leaving the course shall be disqualified. The driver and mechanic of each car may be changed, if incapacitated during the race, but only at the end of each lap, upon application to the referee. In case of disability or accident to the driver of the car, but in no other instance, shall the mechanic be allowed to replace such driver at any part of the course.

The two sweepstakes events will be run under Class B, A. A. A. rules, and the only difference over last year is that there has been a slight reduction in the minimum weight limit. The Wheatley Hills Sweepstakes, Divi-

sion 3B, is for cars of 231 to and including 300 cubic inches piston displacement; minimum weight of car 1,700. Last year the minimum weight was 1,800 pounds.

The race for the Massapequa Sweepstakes prize is open to cars in Division 2B for cars of 161 to 230 cubic inches piston displacement; minimum weight of car to be 1,400 pounds. In the 1909 race the limit was 1,500 pounds. The general rules governing the race for the Vanderbilt also apply to the contest for the two smaller prizes.

The course for this year's race is identical in length and locality with that of 1909, but material improvements have been made in the surface of the route so that higher speed and less tire trouble than ever before are looked for. The course is 12.64 miles long, 5.15 miles of it being on one of the fine stretches of the Long Island Motor Parkway and 7.49 miles on the country roads that have made Long Island the mecca for touring motorists. The cars in the Vanderbilt class will be required to complete 22 laps of the circuit, or 278.08 miles; the Wheatley Hills cars, 15 laps, or 189.60 miles, and the Massapequa division contestants, 10 laps, or 126.40 miles. The cars will be started so that all divisions will end about the same time.

To the car that covers 22 laps in the shortest elapsed time will be awarded the William K. Vanderbilt, Jr., Cup, with an additional award of \$2,000 in cash. And to the car in the class other than that which wins the cup and cash will be awarded a special "Donors Trophy" for a permanent ownership. The winner of the big cup and cash will also be awarded a special "Donors Trophy" for permanent ownership.

In the smaller divisions the winners of the trophies will be awarded \$1,000 in cash in each class.

The work of preparing the course for the pounding it will receive from the fast traveling cars on October 1 and during the practice hours began almost a week ago under the supervision of Andrew Brothers, who prepared the circuits for previous Vanderbilt races. Every detail in road construction that will insure safety to contestants and to the public will be carefully carried out, and it is announced that the course will be "massaged" until it is in a perfect form. The dirt road sections of the course have been perfectly

rolled and oiled, and at the present time in a fine condition—in fact better than for any previous contest held on it; while the cement or Parkway portion is perfect.

Complying with the urgent requests of several of the drivers of the high-powered cars who are to compete, the turns of the circuit will not be banked this year as formerly has been done. Instead, several of the turns, notably the one at Westbury, will be broadened and made flat, so that a wider radius to the turn will be possible. However, the Massa-

almost as straight as an arrow. At Westbury there is another turn that will test the nerve of the drivers. This is a left curve between a house and a group of trees. After a short run on the country road the cars again enter on the Parkway and then to the grand stand.

Great progress has been made on the Parkway, which was first opened in 1908, and by October 1, A. R. Pardington states, nearly 25 miles of practically completed road will be added to the 20 miles which was thrown open to the motoring public last June.



THE FIRST 1910 PRACTICE

pequa turn, which has an acute angle, will require some banking in addition to widening.

The start, as at last year's race, will be on the Motor Parkway. After going a short distance the cars pass out of sight when they turn to the right. They continue on the Parkway until the Merrick road is reached. At this point a cut off from the Parkway to the country road has been made. A number of telegraph poles are located here and, with the sandy road, make it a dangerous proposition for the drivers. The course then passes through Central Park, and the next turn of any consequence is reached at the Old Country Road, one of the best on Long Island, and

The daybreak start undoubtedly has added fresh interest to the great classic, judging from the large number of applications for seats, boxes and parking spaces now pouring into the office of the Motor Cups Holding Company, in the Long Acre Square Building, New York City. Not only New Yorkers, but enthusiasts of other cities are wiring and writing for seats. R. M. Bond, of Lake Helena, Florida, has started on an automobile trip north with a party to witness the great race and his check for a box has been received. Chicago, Indianapolis, Buffalo and Boston enthusiasts are making reservations, while the fact that such a large proportion of the drivers

hail from the far West, has led numerous enthusiasts to start East from the Pacific coast cities to see the contest.

The Long Island Railroad is arranging a boat service from New London, Conn., to Greenport, L. I., the night before the Vanderbilt and Grand Prize races. As the capacity of the boats is limited, however, Connecticut and Massachusetts people should make early reservations.

Already Long Island, in the vicinity of the course, has taken on its "Vanderbilt Cup Season" appearance, and the residents are furnishing up their motor vocabulary. "Horse talk" has been set aside for the time being, and the principal topic among the Long Islanders is the race and speculations regarding the chances of this or that car in the forthcoming battle for glory and money.

Many of the entrants have secured quarters for their cars during practice and on the day of the race, and a number of old barns and sheds are again being pressed into service for this purpose. Preliminary practice for the big race started on Tuesday morning, September 20, and from now until the day of the race the course will be open for trial spins from 5 to 8 o'clock in the morning. On the first day of practice only two cars made an appearance, and on Wednesday five cars were put through their paces on the course. During the practice the course will be guarded at all points where other roads intersect, to prevent traffic from interfering with the flight of the racing cars.

During the past week a number of additional entries were made. The formal entry of the two Marmon cars, to be driven by Joe Dawson and Ray Harroun, respectively, were officially received, as was that of the Jackson, with E. F. Scheifler named as pilot; Corbin, Joe Matson to drive; Amplex, with Walter Jones nominated to drive, and another National, to be guided by Louis Disbrow. The entry of the last-named car brings the National team up to three cars.

In the Wheatley Hills division three cars were entered during the week. They were the Corbin, to be driven by Alvin Maisenville; S. P. O., with John Juhász named as pilot, and the Correja, for which the driver has not been named. There were no additional entries made in the Massapequa Sweepstakes.

To pick a probable winner from the list of drivers entered for the race is a task that even

the experts on "form" and "past performances" are forced to acknowledge is no sinecure. Practically every driver named has done something in the automobile racing game that entitles him to be considered a factor in the race.

Looking over the foregoing list, of course, the first name that strikes the eye is that of George Robertson. Robertson's performances on the road has earned him the title of "road king." As the winner of a previous contest for the Vanderbilt Cup (that of 1908), he is given more consideration than the other drivers, with the exception of Harry F. Grant, who won the 1909 event. Edward A. Hearne, or, as he is familiarly called by Chicago motorists, "Eddie" Hearne, has been making quite a name for himself since he participated in the small car race in connection with the race for the Automobile Club of America's Grand Prize at Savannah in 1908. In this event he finished fourth with a Buick. Since then he has taken part in a number of hill climbs and track events, driving Fiat and Benz cars. He drove in last year's Vanderbilt, but had difficulty with his Fiat, and stopped on the fifth lap.

David Bruce Brown made quite a reputation for himself in 1908 and 1909, when he drove a Benz car to a number of victories in hill climbing events. Harry F. Grant was little known before he "broke through" by winning last year's race. In the Lowell race last year he made a good showing, but was put out through an accident. Jack Fleming is a Western driver, and little is known of his work in the East, but he, along with the other cracks from beyond the Rockies, is picked to give the rest of the field a contest that will be worth while seeing.

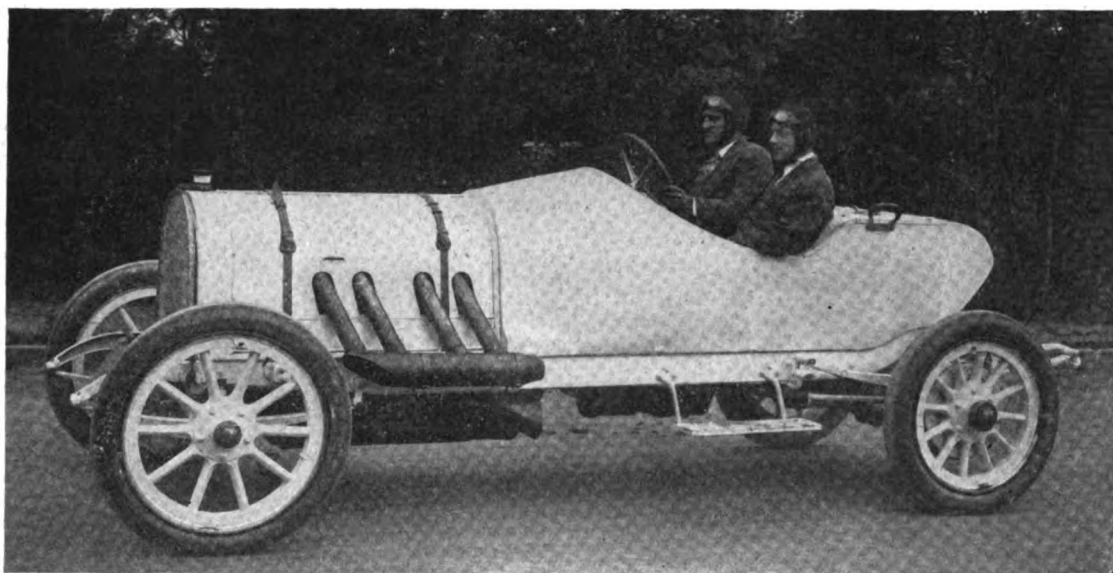
This will not be Bert Dingley's first appearance as a Vanderbilt driver. He won the 1905 elimination trial with a Pope-Toledo, but ran into telegraph pole on the sixth lap of the big race and was compelled to drop out with a broken wheel. In last year's event he was scheduled to drive a Chalmers-Detroit, but was hurt in an accident during practice and "Billy" Knipper took his place on the day of the race. John Aitken was the driver of a National car in last year's race. After completing four circuits he dropped out of the contest. During the past year Aitken had made a good showing in speedway events, winning many races at Atlanta, Indianapolis and Los Angeles. Al.

Livingstone is fresh in the minds of the motor racing enthusiasts as the winner of the Illinois Trophy race, the small car event held in connection with the recent Elgin road races, under the auspices of the Chicago Motor Club. In that race Livingstone, who also finished second in the Elgin trophy contest on the day following, showed his ability at handling a car when speed is the most important factor.

Leland A. Mitchell, The Big Fat Boy, is heard from every time a Vanderbilt race comes around. Last year he drove a Simplex in the race, but dropped out after finishing two laps.

Arthur Chevrolet, Louis' brother, have been racing partners composing, with Louis Chevrolet, the Buick racing team. Burman has won a number of races on tracks and speedways but has never been prominent in road racing. Arthur Chevrolet is comparatively new at the game as a driver, having acted as mecanicien to his brothers in many races.

Harris Hanshue, as the driver of Apperson "Jackrabbit" cars, has been a consistent winner in Western events and the forthcoming race will be his debut before Eastern lovers of the sport. Joe Dawson is a recent acquisition



BERT DINGLEY IN HIS POPE-HARTFORD

Mitchell completed the second circuit of the course in faster time than any of the other drivers, but on the next trip around a broken crank-shaft spoiled his chances. Ralph Mulford won the 1910 Stock Car road race at Elgin, Ill., and is known generally as one of the most daring of track drivers, until recently holding, in conjunction with Cyrus Patschke, the 24-hour record for circular tracks.

Louis Chevrolet is a veteran at the game and a participator in several Vanderbilt races. In the 1905 race he drove a Fiat and was put out on the seventh round when his car collided with a telegraph pole. In the 1908 race he piloted a Matheson and only completed the initial round of the course when he was forced to quit with a cracked cylinder. Last year he won the Crown Point-Lowell, Indiana, road race with a Buick car. Bobbie Burman and

to the Marmon staff of drivers, but since he has been in saddle he has taken part in some good track races, several of which he has won. Ray Harroun drove a Marmon car to victory in the Wheatley Hills Sweepstakes last year and during the past twelvemonth has been active in track and speedway contests, winning many notable victories at Atlanta and Indianapolis. E. F. Scheifler is another of the Western drivers to make his first appearance in the East as a road pilot on October 1.

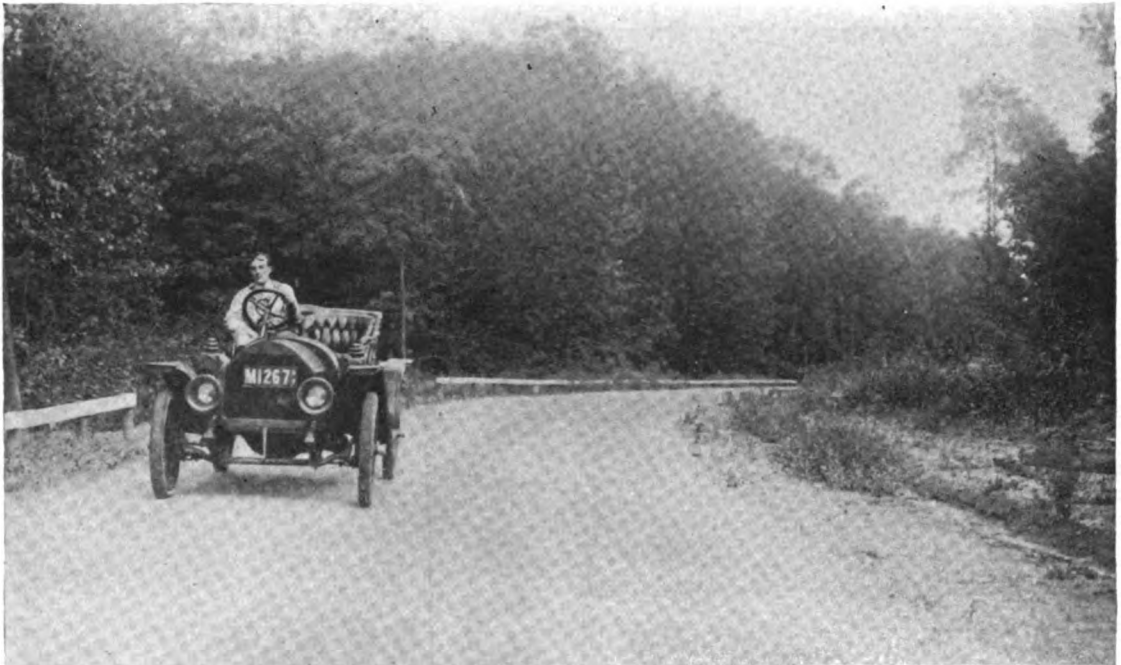
Joe Matson is better known as the driver of Chalmers cars. He won the Massapequa Sweepstakes in last year's race and also won the Crown Point trophy in the Western stock chassis light cars race in Indiana in June, 1909. Matson has several records on the Atlanta speedway. Walter Jones is a new one at the road racing game. Louis A. Disbrow has

taken part in many hard-fought contests and emerged several times with victory. His most notable performance was the winning of the Atlanta (Speedway) trophy in 1909.

Tobin De Hymel, who is to drive a Stoddard-Dayton, will have the distinction of being the first Indian to compete in the races for the coveted trophy. He is a 19-year-old resident of San Antonio, Texas, and since his entrance in the racing game he has made a remarkable showing. He most notable performance was the winning of the 200 mile

The cup itself was designed and made by Tiffany & Co. in their best style. The accompanying half-tone gives a fair idea of it, but does not reveal the full beauty of its design, while the following description gives the chief facts concerning it:

Like many famous trophies of international interest, the W. K. Vanderbilt cup is severely simple in design, though costly. It was made by Tiffany & Co., and is classical in form and massive in size, with simple decorations that help to accentuate the strong lines of this most



ON THE CUP COURSE—A SHARP TURN

Galveston, Texas, beach race. De Hymel covered 40 laps of the five-mile course in 180 minutes and won by almost 10 miles over his nearest competitor. He also participated in the last meet at the Indianapolis Motor Speedway. William K. Vanderbilt, Jr., donor of the cup for which the cars will race next Saturday, first talked of providing a trophy to be raced for on the road early in 1904. He was then one of the foremost American racing men, and was actuated by the sheer love of the sport and desire to assist the American manufacturers in their work of developing the motor car in this country. The idea was received with such instant and emphatic favor that the proposal took form, a cup was ordered from Tiffany & Co. and the deed of gift drawn up.

superb piece of silversmithing.

The shape of the cup was suggested by some of the unique and beautiful vessels found among the silver treasures of Boscoreale, which date back to 79 A. D. Including the wooden base it stands about 31 inches. The bowl contains 481 ounces of sterling silver and has a capacity of over ten and a half (10½) gallons. A fine portrait of Mr. Vanderbilt in his 90 hp. Mercedes at Ormond Beach is worked up in bold relief on the front of the bowl, while on the back appears the inscription, bowl, while on the back appears the inscription:

Challenge Cup Presented by W. K. Vanderbilt, Jr., to the American Automobile Association, under deed of gift to be raced for yearly by cars under 1000 Kilos.

Won by——

Around the top of the cup is shown in relief a bold, richly carved laurel wreath symbolizing success.

The First Race

Just as daylight was breaking on the morning of October 8, 1904, the first race for the



GEORGE HEATH, 1904 WINNER

Vanderbilt Cup was begun, over a course measuring 28.44 to the lap (exclusive of controls), and 17 of the 18 cars entered were sent over the tape at the starting point near Westbury at 2-minute intervals, commencing at exactly 6 o'clock. The winner was George Heath, an American resident in France, who started 7th and drove his 1904 Panhard racer into first position, averaging 52.07 miles per hour for the 284.4 miles. Second place was secured by Albert Clement, driving a Clement-Bayard racing car, who started 12th and forged to the front in the 8th lap, only to be beaten by Heath on the final circuit, after the latter had finished a tire repair that had kept him back.

The course selected covered a total of 302.4 miles, but there were two controls, one at Hempstead and the other at Hicksville, which reduced the distance to 284.4 miles net. The Jericho Turnpike formed the northern boundary of the course, which runs as far west as the town of Queens, and had the Hemp-

stead Road for the southern boundary.. Oil was liberally used on the roads for the first time in that section, and considerable other road work was done, improving the course and making it fast and fairly safe.

Four countries—France, Germany, Italy and America—were represented, the greatest number from one country was the six French cars and the least the two Italian. America and Germany each had five entries. The cars and drivers were as follows: No. 1, Mercedes (Campbell); 2, De Dietrich (Gabriel); 3, Royal Tourist (Tracy); 4, Pope-Toledo (Webb); 5, Mercedes (Arents); 6, Pope-Toledo (Lyttle); 7, Panhard (Heath); 8, Mercedes (Hawley); 9, Mercedes (Werner); 10, F. I. A. T. (Sartori); 11, Renault (Bernin); 12, Clement; 14, Panhard (Tarte); 15, Panhard (Teste); 16, Packard (Schmidt); 17, S. & M. Simplex (Croker); 18, Mercedes (Luttgen); 19, F. I. A. T. (Wallace).



VICTOR HEMERY, 1905 WINNER

The cars were started in the above order at 2-minutes intervals, all excepting Sartori, who made a belated flying start and was then recalled to make a standing start as required by the rules. While Gabriel (No. 2) was the first to cross the tape at the end of the first round, Teste led him in point of time. Teste

was also the leader on the second and third laps.

On the fourth lap Heath gained the lead and he continued to hold his advantage on the fifth, sixth and seventh rounds. On the eighth lap, however, he lost so much time, owing to tire troubles, that Clement crept up and took the lead. Clement held his lead until the tenth round was entered upon, and then ensued a real race that caused tremendous excitement. Both men drove daringly and swiftly, but Heath showed the greater dash and skill and gradually forced his way to the front. He did the last round in 27.05, winning from Clement by 1 minute and 28 seconds. Clement finished strongly amid applause for his plucky fight, having made the round in 30.21. He believed he had won and protested strongly at the decision. The race was then called off, as the crowd swarmed on the course and the time limit had expired and these were the only two drivers to officially finish the race. Four other drivers were still on the course at the time the race was called; they were Lyttle, Campbell, Luttgen and Croker. Lyttle had finished

number at 1:42:09. The other cars were either disabled or called off the course by the time limit after completing from 4 to 7 laps.

Of the actual survivors when the race ended, two were foreign cars, driven by foreigners,



GEORGE ROBERTSON, 1908 WINNER



LOUIS WAGNER, 1906 WINNER

9 laps, unofficially, at 1:54 and secured for the 24 hp. Pope-Toledo third place. Schmidt (Packard) had completed 8 laps at 1:30:27, unofficial, and Campbell completed the same

counting Heath as a Frenchman; three were American-built cars, driven by Americans; and two were of European manufacture, driven by Americans.

A large gathering of automobilists and society people watched the race from the grandstand, which was located at Westbury, near Hitchcock's private race course. Nearly 50,000 spectators were scattered all around the course and seated in the grandstand. As early as 5 o'clock they began to assemble, and hundreds of cars were placed in the parking spaces reserved for them, while their occupants built huge bonfires along the road to help drive away the morning chill. The day was an ideal one, however, somewhat chilly in the early morning, enough to make overcoats comfortable, yet bright and clear, and pleasantly warm, as the day wore on.

A strong southeast wind blew over the course all day, freshening considerably about 10:45 a. m., and as its direction was directly across the Jericho and Hempstead Roads, it favored the cars, on the Jericho Road at least, was against them on the Massapequa turnpike

and again with them on the short stretch on Creed Avenue, in Queens.

One fatality resulted during the day and several other accidents occurred, though the drivers and their mechanics escaped without serious injury. George Arents and his mechanic, Mensel, were thrown from their Mercedes on the Hempstead turnpike, near Queens, and the car rolled over on Mensel, killing him instantly and severely injuring Arents.

All of the contestants were delayed, sometimes an hour at a time, by tire troubles, mechanical troubles of all kinds, broken springs, leaky fuel tanks and radiators, defective igni-



H. F. GRANT, 1909 WINNER

tion and almost everything else on the motorist's calendar.

Great opposition was encountered by the race officials. An influential section of the Long Island inhabitants objected to the use of their roads for racing purposes, the daily newspapers raised a great hue and cry over the danger and the uselessness of such races, the contestants themselves were dissatisfied with some of the rules and regulations imposed on them, the chief trouble coming over the regulations for weighing-in.

France Wins the Second Race

A second time the fruits of victory were gathered by France, when, on October 14, in the person of Auguste Hemery driving an 80 hp. Darracq racer, crossed the line first in the 1905 Vanderbilt Cup race. Second place was

also secured by a French car, a 90 hp. Panhard driven by George Heath, winner of the 1904 race, while third position was won by America, through Joseph Tracy, driving a 90 hp. Locomobile. The course measured exactly 283 miles, and Hemery covered the distance in 276 minutes and 8 seconds, an average of 61.51 miles per hour. The fastest lap was made by Lancia, 120 hp. F. I. A. T., in 23:18. Germany, France, Italy and America were again represented, each country having 5 cars except Germany, which had 4 cars only.

As ten of the thirteen American cars originally entered for the Cup race qualified by being made ready and weighing in, it became necessary to select the team of five cars to represent America by an elimination trial. This was held on September 23, on the regular Vanderbilt Cup course, but instead of the full ten circuits being covered, the distance was shortened to four circuits, or 113.2 miles. This reduction was decided upon in view of the opposition on the part of some Long Island residents to the roads being given over to speed contests for the greater part of two days.

The start was made at 5 a. m. and after a well contested race five cars covered the course, viz.:

50 hp. Pope-Toledo, driven by Dingley, 2:00:50; 90 hp. Locomobile, driven by Tracy, 2:01:45; 40 hp. Royal, driven by Jardine, 2:19:18; 40 hp. Haynes, driven by Nutt, 2:23:32; 60 hp. Thomas, driven by Roberts, 2:29:40.

On the following Monday, September 25, the Vanderbilt Cup Commission availed itself of its privilege of selecting the American team without regard to the elimination trial, a right which was expressly stated before the race. They selected the first two cars, but threw out the three cars that finished third, fourth and fifth on the ground that they were touring cars, choosing in their place the second Pope-Toledo car, the White and the Christie. The American team was therefore composed as follows:

50 hp. Pope-Toledo (B. H. Dingley), 90 hp. Locomobile (Jos. Tracy), 80 hp. Christie (Walter Christie), 75 hp. Pope-Toledo (H. H. Lytte), 40 hp. White steamer (W. C. White).

The foreign starters and drivers, 14 in all, were as follows: 120 hp. Mercedes (Jenatzy), 90 hp. Mercedes (Keene), 120 hp. Mercedes (Warden), 90 hp. Mercedes (Campbell), 130 hp. De Dietrich (Duray), 80 hp. Darracq

(Wagner), 70-90 hp. Renault (Szisz), 90 hp. Panhard (Heath), 80 hp. Darracq (Hemery), 110 hp. F. I. A. T. (Lancia), 110 hp. F. I. A. T. (Cedrino), 90 hp. F. I. A. T. (Chevrolet), 90 hp. F. I. A. T. (Sartori).

The course selected was worked over and improved at the turns, oiled, and generally licked into thoroughly good shape until it compared favorably with all but the best European courses. Controls were eliminated, the route being laid out so as to avoid the larger towns.

The course measured exactly 28.3 miles around, and had seven turns that were recognized as being difficult to negotiate, six of which were left-hand turns—that is, the inside of the circuit on the drivers' left in making them—and one right hand turn. The grades were inconsiderable, none of them being more than a 4 per cent. rise. There were some long, straight stretches, but almost an equal amount is of the meandering type that required skillful driving to negotiate safely. In places the road was wide enough to permit cars to pass each other easily—notably on the Jericho turnpike, but there was much of the narrow kind, where passing was both difficult and dangerous.

The start and finish line was on the Jericho turnpike, a few hundred feet west of the place where the road from Garden City crosses the Jericho pike. Here the grandstand and press-stands were erected, the former a long uncovered structure on the south side of the road and the latter a double-decked, roofed, stand on the north side.

The race was started at 6 o'clock, an hour earlier than was the case in 1904. Again the day was ideal. There was the same star-studded sky in the very early morning, the same faint haze as day broke, the same almost unnatural balminess in the air, just tinged with enough sharpness to make wraps comfortable during the drive to the course, the same gradual clearing away of the mist as the round, blood-red orb of day rose in the east, that marked the start of the first race. There was the same hurried bolting of four o'clock breakfasts, the same exodus from the hotels and road houses for miles around, the same out-pouring of cars, 'buses and hacks, from 4:30 until daybreak, reinforced by pedestrians by the hundred as the hour of six approached, the same long string of cars laden with passengers wrapped and muffled to the eyes,

making their way through the dark and dew-dripping roads, their lamps gleaming like Brobdingnagian fireflies, and alone proclaiming their approach.

At the grandstand, where the road, none too wide at best, was appreciably narrowed by the wooden walls that bulwarked the occupants of the stands, the congestion was greatest. At 5:30 o'clock, however, the work of clearing this space began to be pushed vigorously, and with effect. Cars were either turned back or permitted to approach close enough to deposit their human freight at the desired point. Pedestrians were coaxed, bullied and forced to retire into the stands or fields, or east or west on the turnpike, until finally there remained, in addition to the officials and officers, only a few score of the more officious and less easily rebuffed class of bystanders. A fresh infusion of energy in the work of expulsion, the constant repetition of the statement that "all those not having badges must leave the road," had their effect, and the course was comparatively clear.

It was not long after the departure of the first car that reports began to come in from a few of the cars—this ere the last racer had got away. Jenatzy was the first man to be heard from, and his progress past Bull's Head and other points made it plain that he was driving it pure Jenatzy style—with tremendous speed. This was in spite of the undoubted handicap imposed on him by being No. 1.

A telephone message from Hyde Park soon announced the significant fact that Jenatzy had passed that point, and from the vantage point of the high-in-air stand a speck was seen far to the west, nearly 2 miles away. It was Jenatzy coming at the rate of probably 80 miles an hour, and in a fraction of a moment he had flashed through the wooden-walled canyon at the grand stand and vanished from sight to the east. The time for the lap was 24:52. Soon again the cry of "car coming" was heard and Lancia swept by at a speed perceptibly greater than Jenatzy's.

It was seen that Lancia had gained the 2 minutes' start Duray had, and passed both him and Dingley. A moment later the announcement of the time for the lap, 23:49, gave the reason for this splendid work, and made plain that Jenatzy's 24:52 had been eclipsed. Lancia had begun that marvelous run that was to continue until the eighth lap was well nigh ended,

Automobile Topics Speed Table

USEFUL FOR AUTOMOBILE RACES

The fraction of the second is always reckoned at the 1-5 above the actual fraction.

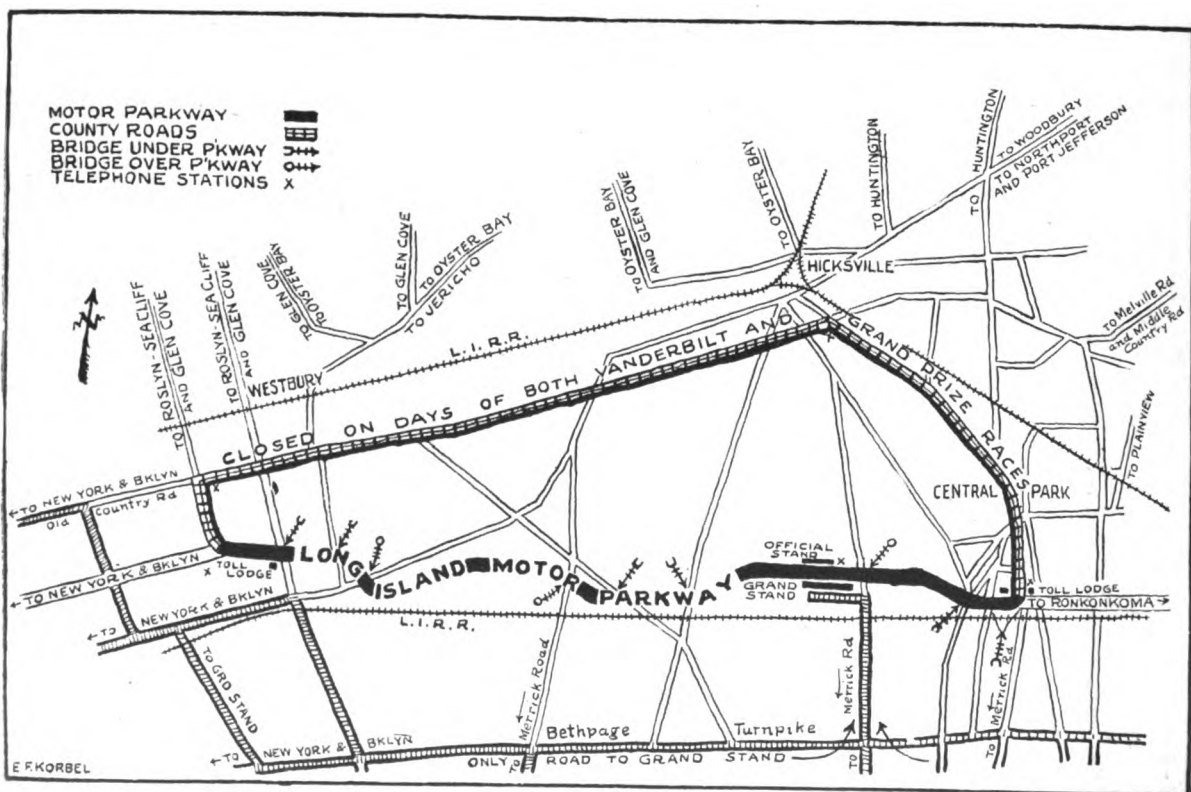
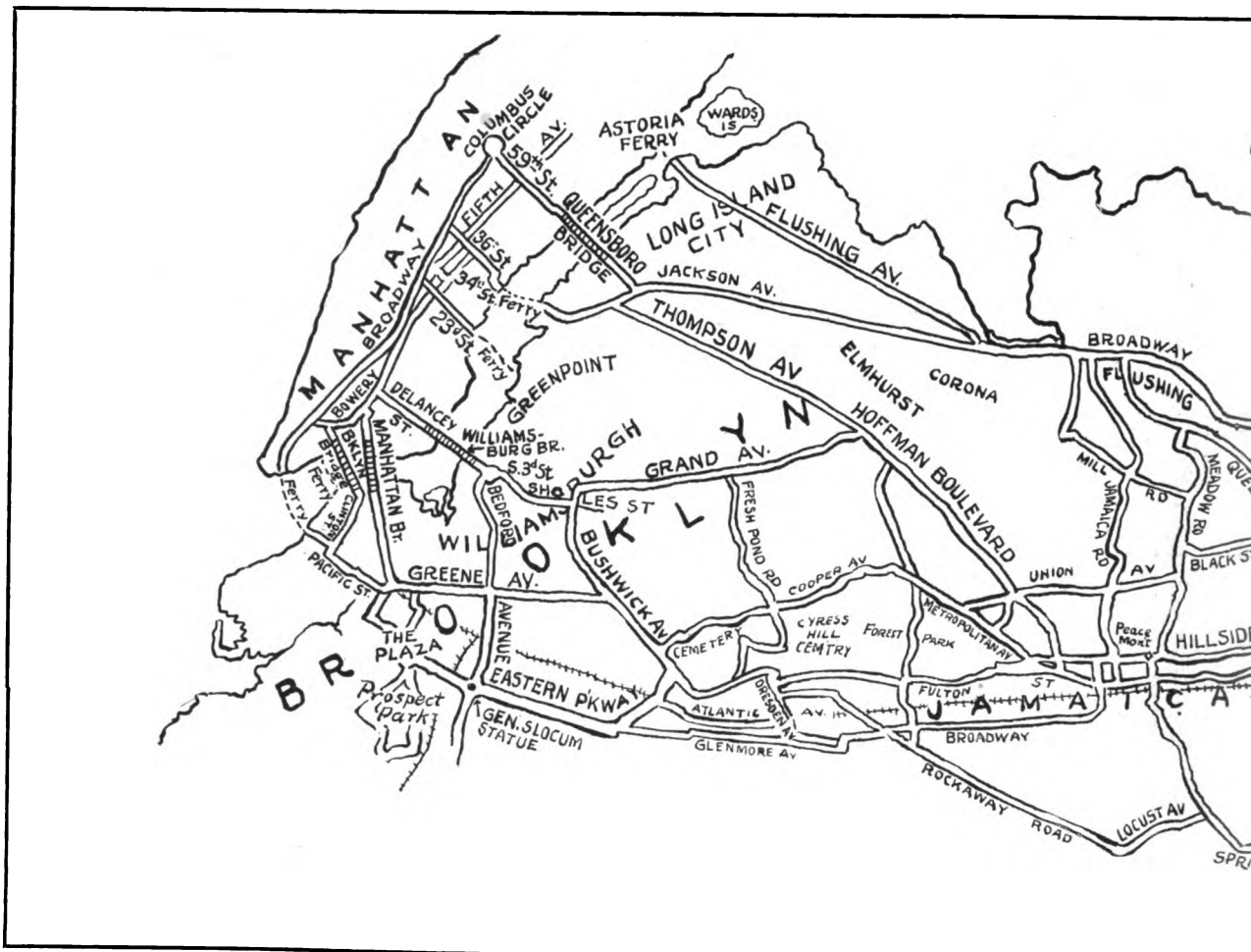
The fraction of the foot is reckoned at the nearest 1-4.

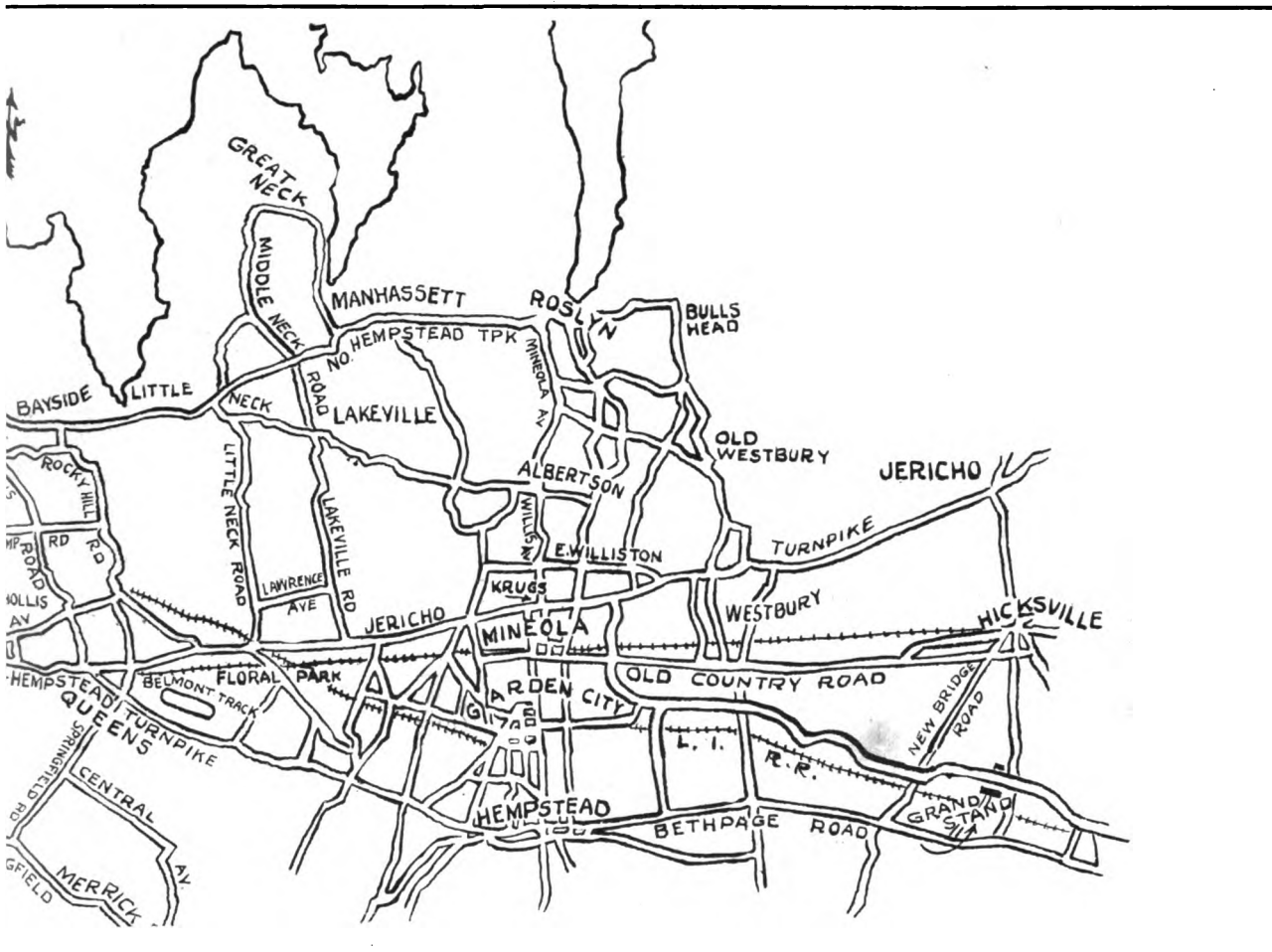
Miles per hour	Per mile m. s.	Feet per sec.	Miles per hour	Per mile m. s.	Feet per sec.
8 equals.....	7 30	11 3-4	58 equals.....	1 2 1-5	84 3-4
15 ".....	4 00	22	59 ".....	1 1 1-5	86 1-4
16 ".....	3 45	23 1-2	60 ".....	1 00	88
17 ".....	3 31 4-5	25	61 ".....	59	89 1-2
18 ".....	3 20	26 1-2	62 ".....	58 1-5	90 3-4
19 ".....	3 9 2-5	28	63 ".....	57 1-5	92 1-4
20 ".....	3 00	29 1-2	64 ".....	56 1-5	94
21 ".....	2 51 2-5	31	65 ".....	55 2-5	95 1-4
22 ".....	2 43 3-5	32 1-4	66 ".....	54 3-5	96 3-4
23 ".....	2 36 3-5	33 3-4	67 ".....	53 4-5	98 1-4
24 ".....	2 30	35 1-4	68 ".....	53	99 1-2
25 ".....	2 24	36 3-4	69 ".....	52 1-5	101 1-4
26 ".....	2 18 3-5	38 1-4	70 ".....	51 2-5	103
27 ".....	2 13 1-5	39 3-4	71 ".....	50 3-5	104 1-2
28 ".....	2 8 3-5	41	72 ".....	50	105 3-4
29 ".....	2 4 1-5	42 1-2	73 ".....	49 2-5	106 1-4
30 ".....	2 00	44	74 ".....	48 3-5	108 3-4
31 ".....	1 56 1-5	45 1-2	75 ".....	48	110
32 ".....	1 52 3-5	46 3-4	76 ".....	47 2-5	111 1-2
33 ".....	1 49 1-5	48 1-2	77 ".....	46 4-5	112 3-4
34 ".....	1 45 4-5	50	78 ".....	46 1-5	114 1-4
35 ".....	1 42 4-5	51 1-4	79 ".....	45 3-5	115 3-4
36 ".....	1 40	52 3-4	80 ".....	45	117 1-4
37 ".....	1 37 2-5	54	81 ".....	44 2-5	119
38 ".....	1 34 4-5	55 3-4	82 ".....	43 4-5	120 1-2
39 ".....	1 32 1-5	57 1-4	83 ".....	43 2-5	121 3-4
40 ".....	1 30	58 1-2	84 ".....	43	122 3-4
41 ".....	1 27 4-5	60 1-4	85 ".....	42 2-5	124 1-2
42 ".....	1 25 4-5	61 1-2	86 ".....	42	125 3-4
43 ".....	1 23 3-5	63 1-4	87 ".....	41 2-5	127 1-2
44 ".....	1 21 4-5	64 1-2	88 ".....	41	128 3-4
45 ".....	1 20	66	89 ".....	40 3-5	130 1-4
46 ".....	1 18 1-5	67 1-2	90 ".....	40	132
47 ".....	1 16 3-5	69	91 ".....	39 3-5	133 1-2
48 ".....	1 15	70 1-2	92 ".....	39 1-5	134 3-4
49 ".....	1 13 3-5	71 3-4	93 ".....	38 4-5	136
50 ".....	1 12	73 1-4	94 ".....	38 2-5	137 1-2
51 ".....	1 10 3-5	74 3-4	95 ".....	38	139
52 ".....	1 9 1-5	76 1-4	96 ".....	37 3-5	140 1-2
53 ".....	1 7 4-5	78	97 ".....	37 1-5	142
54 ".....	1 6 1-5	79 3-4	98 ".....	36 4-5	143 1-2
55 ".....	1 5 2-5	81	99 ".....	36 2-5	145
56 ".....	1 4 1-5	82 1-4	100 ".....	36	146 1-2
57 ".....	1 3 1-5	83 1-2			

Speed Table of 1910 Vanderbilt Cup and Grand Prize Course

1 LAP, 12.64 MILES, EQUIVALENT TO

Distance	Time per lap m. s.	Miles per hour	Rate per mile m. s.	Distance	Time per lap m. s.	Miles per hour	Rate per mile m. s.
1 lap.....	9 28 4-5	80	45	1 lap.....	12 13 1-5	62	58
1 ".....	9 36 2-5	79	45 3-5	1 ".....	12 25 4-5	61	59
1 ".....	9 44	78	46 1-5	1 ".....	12 38	60	1 00
1 ".....	9 51 1-2	77	46 4-5	1 ".....	12 50 3-5	59	1 01
1 ".....	9 59	76	47 2-5	1 ".....	13 03 1-5	58	1 02
1 ".....	10 06 4-5	75	48	1 ".....	13 18 2-5	57	1 03 1-5
1 ".....	10 14	74	48 3-5	1 ".....	13 32 4-5	56	1 04 1-5
1 ".....	10 24 2-5	73	49 1-5	1 ".....	13 46 1-5	55	1 05 2-5
1 ".....	10 32	72	50	1 ".....	14 01 2-5	54	1 06 3-5
1 ".....	10 40 1-5	71	50 4-5	1 ".....	14 19 1-5	53	1 08
1 ".....	10 49 3-5	70	51 2-5	1 ".....	14 34 1-5	52	1 09 1-5
1 ".....	10 59 4-5	69	52 1-5	1 ".....	14 52	51	1 10 3-5
1 ".....	11 10	68	53	1 ".....	15 09 3-4	50	1 12
1 ".....	11 20	67	53 4-5	1 ".....	15 27 3-5	49	1 13 1-2
1 ".....	11 30 1-5	66	54 3-5	1 ".....	15 47 3-5	48	1 15
1 ".....	11 40 1-5	65	55 2-5	1 ".....	16 07 4-5	47	1 16 3-5
1 ".....	11 50 4-5	64	56 1-5	1 ".....	16 28 3-5	46	1 18 1-4
1 ".....	12 03	63	57 1-5	1 ".....	16 50 4-5	45	1 20





Automobile Route from New York to Official Grand Stand

Cross Queensborough Bridge from foot of 59th Street to Long Island City; turn right to Crescent Street, to end of street, turning left at parked section of cross street.

Proceed over Jackson Avenue to approach to Thompson Avenue Viaduct, leaving Queens County Court House on the right.

Cross Viaduct into Thompson Avenue. Follow Thompson Avenue into Hoffman Boulevard.

Follow Hoffman Boulevard to Hillside Avenue, turning left at Disbrow's Garage.

From this point the route is identical with that from Brooklyn.

Note.—Motorists from New Jersey should take Pennsylvania Ferry at Jersey City to 23d Street, Manhattan.

Turning left to 24th or 25th Street; thence crossing the city and proceed to Queensborough Bridge, foot of 59th Street.

Motorists from Staten Island are advised to take South Ferry, adjoining and close to Staten Island Ferry, to foot of Atlantic Avenue, Brooklyn.

Proceed directly up Atlantic Avenue to Bedford Avenue, passing under Elevated

R. R. at Flatbush Avenue, and leaving the Armory of the 23rd Regiment on the right as they turn into Bedford Avenue. Proceed up Bedford Avenue to and passing the Grant Monument, in Grant Square, to Eastern Parkway, which will readily be recognized by the Slocum Equestrian Monument at the intersection of Bedford Avenue and Eastern Parkway.

Turn left, proceeding as suggested for motorists from Brooklyn.

These roads are the most direct, and the streets will be freer from traffic than others during the early morning hours.

Automobile Route from Brooklyn to Official Grand Stand

Leave Long Island Automobile Club at main entrance to Prospect Park.

Eastern Parkway to Bushwick Avenue, turn right.

Bushwick Avenue to Highland Boulevard, turn left (brick pavement).

Highland Boulevard, passing reservoir down hill, to Fulton Street.

Cross trolley tracks into Dresden Street.

Turn left on Ridgewood Avenue, following Ridgewood Avenue under Elevated R.R., to end of street.

Turn right one block.

Turn left on Rockaway Road (macadam), crossing Long Island R. R. to point where trolley car is met.

Turn left on Broadway (macadam), follow Broadway over Long Island R. R. tracks at Ozone Park to Lefferts Avenue, over Long Island R. R. tracks to point where Long Island R. R. tracks and trolley converge.

Proceed one block, passing Carnegie Library, to Hillside Avenue.

Turn right on Hillside Avenue, passing under Long Island R. R.; pass Disbrow's Garage; pass Peace Monument in Jamaica.

Pass Jamaica Estates to Queens Road (indicated by sign-board); turn right.

Follow Queens Road to Jamaica Avenue.

Turn left one block, following trolley,

which bears to the right on Queens-Hempstead Turnpike, passing Belmont Park, passing through Elmont and Franklin Square to Hempstead.

Keep straight on, passing new bank building on the right, Long Island R. R. on left, into the Bethpage Turnpike.

Follow Bethpage Turnpike east to a road which has been oiled, at which turn; there are signs indicating left turn to Official Grand Stand and Reserved Parking Space.

Note.—The route from Disbrow's Garage is indicated by blue arrows 30 inches long and 6 inches wide, bearing the legend, "Motor Parkway Grand Stand."

Illumination of Turns

All turns from the Bethpage Turnpike north to the official grand stand and official reserved parking space will be indicated by yellow and black signs, which, on the nights before both races, will be illuminated by batteries of calcium lights.

The road leading from Bethpage Turnpike to the unreserved (50c.) field will also be illuminated by a battery of calcium lights. There will be no charge made for cars in this 50c. admission field, which is unreserved.

BENZ 1911 MODELS

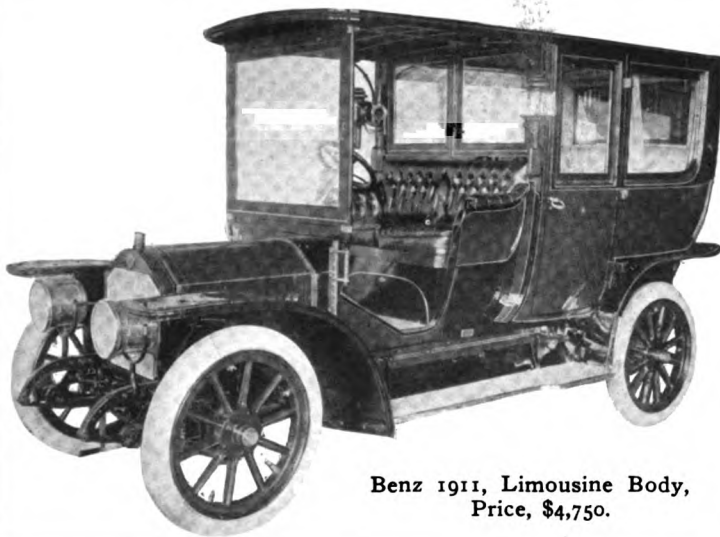
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and which enabled him to cover 198 miles in a shade under 170 minutes, or almost 70 miles an hour. How well he drove, and how cleverly he calculated is told by the tale of his laps, almost every one being covered in between 23 and 24 minutes. His fourth lap was the fastest of the race 23:18—but not officially timed and measured by the back part of the course, it being covered in close to 21 minutes.

One by one the drivers faded away, tire troubles and other causes being their undoing. Only nine foreign cars finished the seventh lap, and seven the eighth, the latter being Lancia Hemery, Heath, Tracy, Szisz, Nazzaro and Sartori. It was on this eighth round that Lancia met his undoing. He had finished the seventh lap in 2:49:52, 20 minutes ahead of Heath, who was then second. He stopped near Lakeville to repair a tire, and after a delay of six minutes was ready to start again. From the Michelin repair station, on the left of the road, his view of the course was cut off; Christie was bowling along and the cry went up "car coming," Lancia thought he could get away ahead of Christie, and started down the lane of spectators; other spectators obscured Christie's view, and it was not until each was clear that they perceived the danger of collision, and it was then too late to avoid it. Christie's car crashed into the rear of Lancia's, bending the axle out of shape, and preventing his further progress.

Meanwhile Hemery and Heath had locked horns in the battle for the position vacated by Lancia. On the seventh lap Heath led by three minutes, but a lap in 33 minutes by him (Heath) permitted Hemery to get to the front, he leading on the eighth by 3½ minutes. A few seconds of this was sliced off in the ninth, but Hemery retained his advantage and crossed the line a winner by more than three minutes in a well driven and splendidly judged race. Hemery's early laps were marred by tire troubles, but after that he forged steadily ahead.

Tracy had also ridden a consistent and plucky race, bettering his position clear to the end and finishing third by a last lap in less than 30 minutes.

Lancia finished just ahead of Tracy, having started three minutes earlier, and was brought to a stop at the tape by the waving of yellow flags. The crowd had swarmed over the road when Heath finished, and gotten quite beyond

control. It was then decided to call off the race, but Tracy, coming like a whirlwind past the yellow flags, pulled up just in time to escape smashing into the thousands gathered in the road between the grandstand and Mineola.

For the third consecutive time the cup was won by a French car, when Louis Wagner, driving a 125 hp. Darracq, flashed across the finish line on October 6, 1906, a victor over a field of 17 starters in a race ten times a 29.71 miles course. The 297.1 miles were completed in the amazing time of 4 hours 50 minutes 10 2-5 seconds, or 290 minutes 10 2-5 seconds. Vincenzo Lancia, the erstwhile lion of Italy in a Fiat, gave Wagner a great race, and finished only 3 minutes 19 seconds behind him. This was the first time that the winner of the classic had ever been pushed by a car and driver of a different nationality.

A margin of only 16 seconds separated the Fiat from the third car to finish, a Lorraine Dietrich, another French car, driven by Duray. A third French car, a Clement-Bayard, driven by Clement, with within 8 minutes 15 seconds of Duray. A German car, that of Janatzy, was fifth, while a French, an Italian and an American were in sixth, seventh and eighth positions, respectively, when the race was called off owing to the spectators crowding on the track.

The 1906 race was the most spectacular and interesting of the Vanderbilt races up to that year. Starting off with a rush, Wagner sped around the sinuous course in a style that surpassed the work of every other driver in the race. He reappeared at the starting point a minute or two before anyone expected him, and was gone in an instant. The second circuit was completed in even faster time than the first and at the finish Wagner was 4 seconds ahead of his nearest competitor. It was these two fast laps that gave Wagner the race. The lead he then gained was all he had at the finish and without it he would have gone down to defeat at the hands of Lancia or Duray.

A greater crowd witnessed the running of the third Vanderbilt Cup race than any of its predecessors. This was probably caused by the increase in the interest in the race brought about by the elimination trials to select an American team, which were held two weeks previous to the big race. The same scenes that attended the running of the 1904 and 1905

events prevailed, the crowd arriving at the course in the wee morning hours to witness the daylight start. The sending of the cars on their long race was delayed somewhat by a heavy fog and it was not until 6:15 that Le Blon's Thomas car received the word. The other cars were sent away at one minute intervals in the following order:

Panhard (Heath), Mercedes (Jenatzy), Fiat (Lancia), Frayer-Miller (Lawell), Hotchkiss (Shepard), Mercedes (Luttgen), Fiat (Nazzaro), Locomobile (Tracy), Darracq (Wagner), Itala (Cagno), Haynes (Haynes), Clement-Bayard (Clement), Fiat (Weilschott), Christie (Christie), Lorraine Dietrich (Duray), Itala (Fabry).

The first car to make an appearance after completing a round of the course was Jenatzy, who covered the 29.71 miles in 30.04. He passed both Le Blon and Heath on the lap. Lancia hove into sight next and completed the lap in 30.27, or 23 seconds longer than Jenatzy's time. Wagner and Sheyard were next seen coming down the stretch toward the grand stand at a terrific pace and just before the end of the stand was reached Wagner shot by the Hotchkiss. A feature of the early part of the race was the battle royal between Lancia and Jenatzy. Starting one minute apart, these two drivers fought desperately for a lead.

Wagner went to the front on the first lap and was never headed, the nearest anyone got to him was on the fifth lap, when he was only 50 seconds ahead of Lancia. On the eighth round the order was Wagner, Lancia, Jenatzy and Duray. The race developed at this stage into a stern pursuit of the Darracq by Lancia, Jenatzy and Duray and when on the tenth and final round the Darracq was stopped for a change of tires everyone thought it would be passed by the Fiat, but when Wagner returned to his seat he sent his car over the roads at a tremendous pace and although he finished after Lancia his elapsed time was less and he was the winner.

The course was 29.71 miles in length and as in previous races, the Jericho turnpike remained the backbone of the circuit, while the East Norwich road and North Hempstead turnpike stretches of the 1905 race were again employed. The change in the course over that of 1905 began in the Back Road after the turn south from Bull's Head, near Greenvale. In place of continuing to the turn into the Ather-ton road at the Grimes woods, the route

jogged southwestward to Old Westbury, then westerly to the Mineola road, then northerly to the North Hempstead turnpike again, then westerly through the village of Manhasset to the Lakeville road, then easterly to Searington and southerly along the Mineola road to the Jericho turnpike.

The elimination trials were held on September 22 and Joe Tracy at the wheel of a 100 hp. Locomobile completed the 10 laps of the course, which was later used for the Vanderbilt race, in 5:27.5, with a lead of exactly 23 minutes and 40 seconds over his nearest competitor. Twelve cars started in this race to represent this country in the international event and three had finished and four were still running when the race was called on account of fog and the crowding on the course by touring cars and spectators. The winner averaged 54.4 miles an hour.

Second honors went to the bearded Le Blon at the wheel of a Thomas, while third place was won by Hugh Harding, driver of a 60 hp. Haynes. Herbert Lytle's Pope-Toledo had completed nine laps when the race was called and it was awarded fourth place, while fifth place was given Walter Christie in a 50 hp. Christie car, who had completed eight laps.

The following cars started in the race:

Oldsmobile (Keeler), Pope-Toledo (Lytle), Matheson (Mongini), Thomas (Caillois), Thomas (Le Blon), Thomas (Roberts), Frayer-Miller (Frayer), Christie (Christie), Frayer-Miller (Lawell), Locomobile (Tracy), Frayer-Miller (Belden), Haynes (Harding).

Tracy did not start the race very well, having a tire mishap on the first round that delayed him somewhat, but on the beginning of the second lap he commenced to make up the lost time, with the result that from sixth position at the end of the first lap he advanced to third on the second lap and to first on the fourth lap. This position he was obliged to relinquish to Le Blon on the fifth circuit, but regained it again on the following round. Twice more, on the seventh and eighth laps, Le Blon again displaced him, but Tracy got to the front again on the ninth lap and held it to the end.

America Wins the Cup

After the running of the 1906 race protests were made by residents along the roads over which the cars raced and others against the holding of another contest until a special course had been constructed. It was expected

that the Long Island Motor Parkway would be far enough completed in 1907 to permit the holding of the fourth race for the cup over it, but the work did not advance as far as was anticipated and the contest had to be abandoned for the year.

The fourth race for the coveted trophy was run on October 24, 1908, and resulted in a victory for an American car with an American driver at the wheel. George Robertson, who had been eliminated from the 1906 race by an accident during practice, was the successful driver, and the car that did the work was the Locomobile racer that participated in the 1906 race under the guidance of Joe Tracy. Robertson won the race with an advantage of 1 minute 48 1-5 seconds. Herbert Lytle, another American, who won third place in the first Vanderbilt Cup race, brought a 50 hp. Isotta, owned and entered by Clifford Brokaw, into second place by the narrowest of margins.

The race was run over a course in Nassau County, Long Island, N. Y., measuring 23.46 miles (some 8 miles of which was cement parkway), and covered 11 times, making 258.06 miles in all. Seventeen cars were sent off at one minute intervals, beginning at 6:30 A. M., and just 4 hours 16 minutes 48 1-5 seconds later Robertson in the Locomobile thundered across the finishing line, having covered the course in 4 hours and 48 1-5 seconds, an average of 64.389 miles per hour. An assemblage of people estimated at from 200,000 to 250,000 watched the race, crowded on the course, encroached on the narrow Parkway itself and almost miraculously escaped injury until the race had been called off, when a car still in the running struck a boy and a touring car almost simultaneously, and put both hors de combat.

The race was not considered in a class with those previously held for the cup, as it was robbed of its chief assets—international character—and the cars were admittedly inferior to the best racing product of the day, but the contest resulted in one of the closest events ever held. In the race 11 American cars and six of foreign make took part, and they were driven by as daring, as skillful, as resourceful and as heady drivers as ever participated in a race in this country or abroad.

Outside of the victory by Robertson, the feature of the race was the driving of Herbert

Lytle and Willie Haupt. The latter at the wheel of a 6-cylinder Chadwick, jumped into first place in the fourth lap of the race and held the coveted position for three successive circuits, or until the seventh lap, when magneto troubles put him temporarily out of the running.

The following cars started at one minute intervals, starting at 6:30:

Locomobile (Florida), Knox (Denison), Mercedes (Striker), Chadwick (Haupt), Mercedes (Luttgen), Isotta (Lytle), Matheson (Ryall), Thomas (Seymour), Hotchkiss (Kilpatrick), Acme (Patschke), Thomas (Salzman), Matheson (Chevrolet), Locomobile (Robertson), Renault (Strang), Mercedes (Keene), Thomas (Gill), Knox (Bourque).

The spectators had a taste of the speed the cars were capable of in the very first round, when Florida sent his Locomobile around the course at a rate of 60 miles an hour, and Striker's Mercedes and Robertson's Locomobile even exceeded this speed. Robertson stopped his car in front of the pits after completing the first round and replenished his water supply, losing about a minute in doing so. He had completed the 23.43 miles in 20 minutes 54 seconds. So swiftly had he flown around the course on the first lap that he finished the second still in the lead, notwithstanding his stop at its beginning. Robertson had tire trouble on the fourth lap and Willie Haupt's persistency was rewarded by entrance into first place. Once in the lead Haupt kept right on, making the fifth lap in faster time than any other car. Striker was second at this point and Lytle third, while Robertson had dropped to fourth place. A lap in 20 minutes 30 seconds moved Robertson up from fourth to first place on the sixth round, and two more each in 20 minutes 36 seconds, not only kept him there, but increased his lead so that a comparatively slow lap, the ninth, in 22 minutes 22 seconds, did not rob him of his vantage; while the tenth lap, in 20 minutes and 56 seconds, placed him more than 4 minutes ahead of Lytle, who was then his nearest competitor. The latter after getting second place at the end of the seventh lap held the position clear to the end.

From the seventh lap on the race developed into a duel between Robertson and Lytle, with the former always having the advantage. Robertson and Lytle were the only drivers to finish, the race being called owing to the crowd

on the course. The Mercedes (Luttgen), Thomas (Salzman), and Locomobile (Florida) were on their eleventh lap when the race was stopped. The following other cars were also still on the course and running: Knox (Denison), 10th lap; Knox (Bourque), Thomas (Seymour), and Chadwick (Haupt), all on the 10th lap. Of the other cars: Thomas (Gill), retired on the third round with gear trouble; Matheson (Chevrolet), cracked cylinder on third round; Hotchkiss (Kilpatrick), broke clutch and retired on third round; Acme (Patschke) retired on third round with gear trouble; Renault (Strang), retired on fourth lap; Matheson (Ryall), retired on fourth lap; Mercedes (Keene), retired on the fifth round, and Mercedes (Striker), retired on the 10th lap.

For the first time the race was run on a specially constructed road, a section of the Long Island Motor Parkway being completed in time for the event. The start was made on the Parkway midway between Central Park and Meadow Brook and the cars left the cement strip and entered the country highways at Bethpage. A right turn was made at Woodbury and then the cars went through Locust Grove and Jericho to Westbury, where a left turn was made to Meadow Brook. Here the cars again entered the Parkway.

The usual Vanderbilt weather favored the running of the race, but showers on the day previous and in the early morning of the day of the contest helped considerably to decrease the number of spectators.

Another American Victory

Different conditions prevailed when the 1909 race was run. In the first place, as a result of the disagreement between the Automobile Club of America and the American Automobile Association and the subsequent truce, the Vanderbilt Cup was made a trophy to be contested for only by cars owned by Americans, and it was agreed that only stock cars could be entered. This rendered the event tame by comparison and the international aspect of former races was utterly lacking. Harry F. Grant, a Bostonian, driving an Alco car, manufactured by the American Locomotive Company at Providence, R. I., was the winner, and although his time was not as fast as Robertson's in 1908, it surpassed the record of all former Vanderbilt Cup contests.

The race was run on Saturday, October 30,

in the presence of a crowd large in itself, but falling many thousands short of the number who turned out to watch the previous races. Although the race was not started until 9 A. M., thus allowing the spectators to sleep at home, the start lacked much of the glamour which attends an event starting at dawn.

The course was 12.64 miles and Grant covered this 22 times, 278.08 miles, in 265 minutes and 42 seconds, an average of just under 63 miles hour. A Fiat, driven by E. H. Parker, was second in 270 minutes 58 3-5 seconds. Two other cars, the Chalmers-Detroit No. 7, driven by William Knipper, and the Atlas, with Elmer Knox up, were officially declared to be running when the race was called. The fastest lap was made by Chevrolet in a Buick, who covered the 12.64 mile course in 9.47 minutes.

The later time for starting had a rather disastrous effect on the hotels and restaurants on Long Island, few, if any of them, obtaining the patronage which flowed to them during the other races. But from early dawn until a short time before the first car was sent away, a stream of people wended its way to the course. At points where there were dangerous turns, the crowds were heaviest.

This year saw the Massapequa Sweepstakes and the Wheatley Hills Sweepstakes run for the first time in connection with the Vanderbilt Cup race. The sweepstakes events were run at the same time and over the same course that the Vanderbilt racers went over, but for a fewer number of laps.

Sharply at 9 o'clock the Chalmers-Detroit with W. R. Brown up was sent away in the Massapequa Sweepstakes and the other cars in that and the Wheatley Sweepstakes followed at 15 second intervals.

Then Lewis Strang in a Fiat, the first of the Vanderbilt Cup contestants, moved up to the line and at the word "Go" started off down the cement roadway like a flash. The other cars got away in the following order:

"Fiat (E. A. Hearne), Simplex (L. A. Mitchell), Atlas (Harry Knox), Apperson (Hugh Harding), Chalmers-Detroit (William Knipper), Alco (Harry Grant), Chalmers-Detroit (L. B. Lorimer), National (J. D. Aitken), National (C. C. Merz), Marmion (Harry Stillman), Fiat (E. H. Parker), Buick (Louis Chevrolet), Mercedes (S. E. Wisbart), Isotta-Fraschini (Joe Seymour).

Mitchell's Simplex was the first to complete a lap and as it flashed by the grand stand it's

time was announced at 11:31 1-5. But this car was retired on the next lap with a broken crank shaft. Those in the grand stand then saw a sensational brush between the Buick and the Atlas. The Atlas was passed nearly at the tape and this gave Chevrolet a record of lapping nine cars in his first round of the course. The Alco followed the Buick with the Isotta close behind it and then Hearne's Fiat came along.

With the elimination of Chevrolet, Wishart moved into first place with Seymour's Isotta 35 seconds behind. Knipper was in third place and the other Chalmers-Detroit followed its team mate closely. Harding's Apperson moved into fifth place and the Alco was running sixth. But the fifth round was the last for Seymour, a broken pinion in the steering knuckle compelling him to withdraw. At the end of the sixth round the relative position of the cars was as follows: Wishart, Knipper's Chalmers-Detroit, Lorimer's Chalmers-Detroit, Apperson, Merz, Alco, Marmon, Fiat and Atlas.

The relative positions of the cars were unchanged at the end of the eighth round except that the Fiat had moved up from seventh to fifth place, and the Mercedes, which stopped at the pits, took the last place. The Alco moved ahead of the Fiat on the following round, but the others held their places. The Mercedes passed the Atlas on the tenth round, but the other cars occupied the same positions.

In the eleventh round the Apperson was put out of the running by a break in its steering knuckle and then in the twelfth round the Alco began to press to the fore. Knipper's Chalmers-Detroit relinquished the lead and the cars were running in the following order: Chalmers-Detroit, Lorimer up, National, Fiat and Alco. On the thirteenth round, Lorimer's car had to be withdrawn and Knipper held the lead for the next six rounds. But in the meantime, a protest had been entered by the Alco people and when the time of Grant was investigated it was found that one lap of the Alco's had been dropped.

When the Fiat was approaching on the twenty-first lap it was signaled that it was on its last lap and as the Alco followed it, it was given the checkered flag which meant that it was on its last lap of the course and had won the 1909 Vanderbilt Cup race over a course of 278.08 miles in 265 minutes and 42 seconds.

William K. Vanderbilt, Jr., in making out the deed of gift for the cup, frankly acknowledged his indebtedness to James Gordon Bennett and patterned the conditions closely upon those which were laid down by him in offering the Bennet cup for European racing.

Early in 1904, Mr. Vanderbilt deeded the cup under the conditions that the competition be open only to clubs recognized by or affiliated with the American Automobile Association or the Automobile Club of France and that not more than ten cars be allowed to represent any one country.

In order to make the cup a strictly challenge one, Mr. Vanderbilt gave it to the American Automobile Association or its successor and said that it should not be donated to any individual, but might be held by the representative club of the winning country, providing that club deposited bonds valued at \$3,000 with the American Automobile Association. The name of each year's winner, the location of the race, date, distance and time shall be inscribed on the cup each year.

He also provided that no car should be allowed to compete for the cup, which weighed more than 2,204 pounds or less than 881 pounds and that each competing car must carry two persons, each weighing 132 pounds or more and seated side by side.

In the deed of gift Mr. Vanderbilt declared for an annual race, to be held in 1904 and 1905 within the limits of the United States for a distance of not less than 250 miles or more than 300, and that it must be run on a recognized highway or automobile speedway and that under no circumstances could it be run over a horse or bicycle track.

In providing for a commission to look after the cup's interest, Mr. Vanderbilt specified the racing board and the A. A. A., the donor and one member of the Automobile Club of France. He also made it a condition that in case of his death the cup was to become the property of the American Automobile Association or its successors. Should the terms of the deed of gift be broken, the cup shall revert to its original donor.

The rules governing the race underwent a revision in the spring of 1908, when it was provided that the weight limitations should be between 1,983.6 and 2,644.8 pounds, instead of 881 to 2,204 pounds provided in the original draft.

Greiner is Victor on Algonquin Hill

The fifth annual hill climbing contest of the Chicago Motor Club at Algonquin, Ill., was held on Saturday, September 17, and the National car driven by Arthur W. Greiner was the best performer of the day. At a previous Algonquin contest it was a twin climb, the cars being required to race up the specially constructed Algonquin Hill from a flying start in the morning and negotiate Phillips Hill from a standing start in the afternoon. The principal trophy, the Algonquin Cup, which was placed in competition three years ago by residents of Algonquin, is offered to the entrants of the car making the fastest total time for the two hills. Greiner established the best mark in the 301 to 450 cubic inches piston displacement class, when he piloted his car up the hill in 57 3-5 seconds. Greiner also won the free-for-all in time sufficient to win the cup.

While the number of entries for the climb this year were not as numerous or varied as those of previous contests, the interest taken in the event by Chicago motorists was as intense as ever and a number of automobiles made the trip from the Western metropolis to the scene of the contests. There were seventeen events on the program that extended through the day. In previous years the contests were held on Perry and Phillips Hills, the standing start being made on the latter, but owing to difficulty with the authorities over Perry Hill the Chicago Motor Club abandoned that hill and built an incline which they called Algonquin Hill, and it was on this that the cars were sent from a flying start, while Phillips Hill was used for the cars in the standing start events.

The honors of the day were well divided for 11 different makes of cars represented the winners. There was a noticeable lack of big cars in the free-for-all event, the only formidable rival to the National being the Benz, which was driven by Eddie Hearne. The latter car finished but 1-5 of a second behind the winner in this event. In the morning the cars were sent over the new hill, which is 1,000 feet long and has an average grade of 12 per cent., and Hearne in his Benz made the best time, 17 2-5 seconds. Greiner showed 18 1-5 seconds and 18 2-5 seconds in two of his climbs. Cooney in the Velie, Gelnaw in the Falcar,

Callionette in the Moon, and Seek in the National, all came exceptionally close to Hearne's time. Greiner made the fastest time on Phillips Hill in the afternoon, when he negotiated the half-mile grade from a standing start in 39 4-5 seconds. Gelnaw in a Falcar made the next best time of 40 seconds. The summaries:

Event No. 1.—Class A, cars selling under \$800—Won by Brush (Lincoln), morning time, 1 minute 17 seconds; afternoon time, 1 minute 46 seconds; total time, 3 minutes 3 seconds.

Event No. 2.—Cars selling from \$801 to \$1,200—Won by Ford (Rice), 27 4-5 seconds, 53 4-5, 1 min. 21 3-5 sec.; second, Ford (Gruener), 31 sec., 55 1-4 sec., 1 min. 26 1-5 sec.; third, Cartercar (Pendleton), 32 sec., 1 min. 4-5 sec., 1 min. 32 4-5 sec.; fourth, Oakland (Harding), 35 4-5 sec.; 1 min., 1 min. 35 4-5 sec.; fifth, Cartercar (Hammerly), 35 4-5 sec., 1 min. 5 sec., 1 min. 40 4-5 sec.

Event No. 3.—Cars selling from \$1,201 to \$1,600—Won by Parry (Dull), 24 4-5 sec., 50 4-5 sec., 1 min. 15 3-5 sec.; second, Moline (Salisbury), 26 sec., 57 4-5 sec., 1 min. 23 4-5 sec.; third, Staver (Monckmeier), 31 sec., 1 min. 6 2-5 sec., 1 min. 37 2-5 sec.

Event No. 4.—For cars selling from \$1,601 to \$2,000.—Won by Jackson (Hearne), 24 sec., 46 sec., 1 min. 10 sec.; second, Velie (Cooney), 23 2-5 sec., 49 2-5 sec., 1 min. 12 4-5 sec.; third, Kisselkar (Branstetter), 28 3-5 sec., 54 sec., 1 min. 23 3-5 sec.; fourth, Inter-State (Seek), 29, 3-5 sec., 55 1-5 sec., 1 min. 24 4-5 sec., and fifth, Marion (Monsen), 29 4-5 sec., 57 2-5 sec., 1 min. 27 1-5 sec.

Event No. 5.—For cars selling from \$2,001 to \$3,000—Won by National (Seek), 19 sec., 46 sec., 1 min. 5 sec.

Event No. 6.—For cars with piston displacements ranging from 161 to 230 cubic inches—Won by Velie (Stickney), 23 1-5 sec., 46 1-5 sec., 1 min. 9 2-5 sec.; second, Staver (Monckmeier), 22 4-5 sec., 46 4-5 sec., 1 min. 9 3-5 sec.

Event No. 7.—Cars with piston displacements from 231 to 300 cubic inches—Won by Falcar (Gelnaw), 19 3-5 sec., 40 sec., 59 3-5 sec.; second, Moon (Callionette), 19 1-5 sec., 40 sec., 59 3-5 sec.; second, Moon (Callionette), 19 1-5 sec., 43 1-5 sec., 1 min., 2 25 sec.; third, Parry (Dull), 21 sec., 45 sec., 1 min. 6 sec.; fourth, Falcar (Pearce), 21 sec., 45 1-5 sec., 1 min. 6 1-5 sec.; fifth, Pullman (Jackson), 21 1-5 sec., 46 2-5 sec., 1 min. 7 2-5 sec.; sixth, Kisselkar (Schoenck), 22 2-5 sec., 49 sec., 1 min. 11 2-5 sec.; seventh, Falcar (Hughes), 24 4-5 sec., 48 3-5 sec., 1 min. 11 2-5 sec.; eighth, Marion (Monsen), 23 2-5 sec., 50 sec., 1 min. 13 2-5 sec.; ninth, McIntyre (Turgeon), 22 4-5 sec., 52 4-5 sec., 1 min. 15 3-5 sec., and tenth, Imperial (Killip), 28 sec., 53 sec., 1 min. 18 3-5 sec.

Event No. 8.—Cars with piston displacements from 301 to 450 cubic inches—Won by National

(Greiner), 17 4-5 sec., 39 4-5 sec., 57 3-5 sec.; second, Velie (Cooney), 19 3-5 sec., 42 sec., 1 min. 13-5 sec.; third, Velie (Stickney), 20 3-5 sec., 41 2-5 sec., 1 min. 2 sec.; fourth, Kisselkar (Branstetter), 21 sec., 45 2-5 sec., 1 min. 6 2-5 sec.; fifth, Jackson (Hearne), 24 sec., 46 4-5 sec., 1 min. 10 4-5 sec.; sixth, Midland (Ireland), 20 4-5 sec., 50 3-5 sec., 1 min. 11 3-5 sec., and seventh, Lexington (Mattoon), 25 3-5 sec., 52 4-5 sec., 1 min. 17 4-5 sec.

Event No. 9.—Cars with piston displacements of from 451 to 600 cubic inches—Won by National (Greiner), 18 2-5 sec., 39 4-5 sec., 58 3-5 sec., and second, Benz (Hearne), 19 sec., 42 sec., 1 min. 1 sec.

Event No. 10.—Cars with piston displacement of from 601 to 750 cubic inches—Won by National (Greiner), 19 3-5 sec., 41 sec., 1 min. 3-5 sec.

Event No. 11.—Cars with piston displacements under 300 cubic inches—Won by Moon (Callionette), 19 4-5 sec., 41 4-5 sec., 1 min. 13-5 sec.; second, Falcar (Geinaw), 22 sec., 40 1-5 sec., 1 min. 21-5 sec.; third, Falcar (Hughes), 20 sec.,

43 4-5 sec., 1 min. 34-5 sec.; fourth, Falcar (Pearce), 20 2-5 sec., 44 3-5 sec., 1 min. 5 sec.; fifth, Marion (Monsen), 23 4-5 sec., 46 1-5 sec., 1 min. 10 sec.; sixth, Kisselkar (Schoenck), 22 2-5 sec., 48 sec., 1 min. 10 2-5 sec.; seventh, McIntyre (Turgeon), 23 3-5 sec., 49 1-5 sec., 1 min. 12 4-5 sec.; eighth, Henry (Moritz), 27 2-5 sec., 1 min., 12-5 sec., 1 min. 28 4-5 sec., and ninth, Pullman (Packson), stalled, 50 1-5 sec.

Event No. 12.—Cars with piston displacements under 600 cubic inches—Won by National (Greiner), 18 4-5 sec., 41 sec., 59 4-5 sec.

Event No. 13.—Free-for-all—Won by National (Greiner), 18 1-5 sec., 41 sec., 59 1-5 sec.; second, Benz (Hearne), 17 2-5 sec., 42 sec., 59 2-5 sec.; third, Velie (Cooney), 19 2-5 sec., 41 2-5 sec., 1 min. 4-5 sec.; fourth, Stoddard-Dayton (Engelbeck), 20 sec., 41 4-5 sec., 1 min. 14-5 sec.; fifth, Velie (Stickney), 19 1-5 sec., 42 4-5 sec., 1 min. 2 sec.; sixth, Midland (Ireland), 21 sec., 44 4-5 sec., 1 min. 54-5 sec.; seventh, Ford (Rice), 24 sec., 44 sec., 1 min. 8 sec.; eighth, Ford (Grener), 21 sec., 48 sec., 1 min. 9 sec., and ninth, Lexington (Mattoon), 27 sec., 52 sec., 1 min. 19 sec.

Syracusans See Records Broken

Three world's records were broken by Ralph De Palma in a Fiat on September 17, when he raced around the circular track on the State fair grounds at Syracuse, N. Y., during the race meet held jointly by the Automobile Club of Syracuse and the Syracuse Automobile Dealers' Association. Fully 10,000 persons watched him establish new marks for the circular track record and the five-mile distance. Former President Theodore Roosevelt was in the grand stand and led the applause which greeted De Palma after his racing.

George Robertson had been scheduled to give De Palma a race with his Simplex, but in the morning try-out Robertson had the misfortune to break a crank shaft, and although he borrowed a factory Knox, he was outclassed.

A week or so ago Barney Oldfield established a record of 49 $\frac{1}{4}$ seconds for a mile on a circular track. In De Palma's first attempt he made the distance in 49.13 and then in a second attempt he did it in 48.98. De Palma had held the world's five-mile record, but when he found he had a fast track he tried to lower his own figures which were 4.24.2 and these he reduced to 4.11.9. The summaries:

Five-miles, for gasoline chassis with piston displacement under 300 cubic inches.—Won by S. P. O. (Juhaez); second, Mercer (Sherwood); third, Maxwell (Wright).

Ten miles, for gasoline chassis with piston displacement of 301 to 450 cubic inches.—Won by National (Smith); second, National (Disbrow); third, Velie (Endicott).

Ten-mile special, for gasoline stock cars sold by Syracuse dealers and driven by residents of Syracuse.—Won by National (Smith); second, Simplex (Hawkins); third, National (Rollins).

Ten-mile free-for-all handicap, for all types and motive powers.—Won by Ford (Kulick); second, National (Gleason); third, Mercer (Sherwood).

Five-mile free-for-all, all types and motive power.—Won by Fiat (De Palma); second, Ford (Kulick); third, Knox (Robertson).

Ten-mile free-for-all, all types and motive power.—Won by Fiat (De Palma); second, Ford (Kulick); third, National (Rollins).

Ten miles, for gasoline chassis with piston displacement under 450 cubic inches.—Won by National (Gleason); second, S. P. O. (Juhaez); third, National (Disbrow).

To lower world's record mile circular track (49 $\frac{1}{4}$ seconds).—Fiat (De Palma); time, 49.13.

To lower world's record mile circular track (49.13 seconds).—Fiat (De Palma); time, 48.92.

To lower world's five-mile circular track record (4:24.2).—Fiat (De Palma); time, 4:11.9.

October Meet for Kansans

The Automobile Dealers' Association of Kansas City, Mo., is making preparations for a series of races to be held on the Elm Ridge Race Track in Kansas City on October 4, 5 and 6. Already over 40 cars have been nominated to participate in the various events, and others are expected.

Records Go in Indianapolis Balloon Race

Although the victors in the balloon race, which started from the Indianapolis Motor Speedway at Indianapolis, Ind., on September 17, will not be known until the Aero Club of America passes on the reports of the pilots, the probable victors are as follows: America II., Buckeye and the Miss Sophia. The time made by the America II was 44 hours and 27 minutes, which is almost four hours under the American endurance record for balloon flights. The Drifter was declared winner of the free-for-all event before the start, A. B. Lambert, the official in charge, ruling that the other entrants for this event had forfeited their right to compete by not being ready at the schedule time.

One lesson which the pilots of all the balloons say should be impressed upon the farmers in the outlying districts; is that rifles, shotguns and revolvers should not be used against a balloon or the persons in it. Every one of the balloonists had stories to tell of being taken for targets and the sensation of hearing the bullets whistle close by their ears is far from pleasant, they say.

Favored by almost ideal conditions for an aeronautic contest, thirteen balloons ascended from the Indianapolis Motor Speedway, at Indianapolis, Ind., on September 17. This is the largest number that has ever started in any balloon contest in the history of the sport. Nine of the huge gas bags were entered in the elimination contest, the winners to be given the opportunity of representing America in the international balloon race, which is scheduled to start from St. Louis, Mo., on October 17. The others were competing for a diamond-studded cup in a free-for-all event.

When the first balloon, the Drifter, was released at 3:58 on the afternoon of the 17th, a light northeast wind was blowing and the bag was carried rapidly away, but when the New York, the last to get off, arose at 6 o'clock, this wind had died down, and, for a time, the balloon hung in the air, finally getting to a current which carried it lazily after its competitors.

Owing to an extremely hot sun, which unduly inflated the gas in the bags, there was some delay in getting started. But when the time arrived the pilots and crews of the various balloons were on hand and as they entered the pendant baskets and shouted to the soldiers,

who were acting as human anchors, to cast off, the bags rose gently. In one or two cases, however, the wind caught the aeronauts before they had obtained a sufficient altitude, and it was necessary to throw out ballast in order to clear the fence which encloses the speedway.

The entrants and the time of their departure was as follows:

Drifter, 3:58 P. M., free-for-all, Albert Holtz, pilot; G. R. Howard, aid, Cincinnati.

America, 4:30 P. M., Allen R. Hawley, pilot; August Post, aid, New York.

Miss Sophia, 4:35 P. M., William F. Assman, pilot; Paul McCullough, aid, St. Louis Athletic Club.

Indiana II., 4:38 P. M., Carl G. Fisher, pilot; George L. Bumbaugh, aid, Indianapolis.

Luzerne, 4:43 P. M., free-for-all, Dr. L. E. Custer, Dayton, pilot.

Million Population Club, 5:10 P. M., S. L. Von Phul, pilot; Joseph O'Reilly, aid, St. Louis.

University City, 5:30 P. M., free-for-all, Captain John Berry, pilot.

Pennsylvania, 5:40 P. M., Arthur T. Atherholt, pilot; Conyer B. Graham, aid, Philadelphia.

Centennial, 5:43 P. M., H. E. Honeywell, pilot; Wooster Lamber, aid, St. Louis.

Topeka, 5:50 P. M., free-for-all, E. S. Cole, pilot; F. M. Jacobs, aid, Western Aerial Club.

Hoosier, 5:55 P. M., Charles Walsh, Kingston, N. Y., pilot; Colonel Samuel Reber, chief of United States Signal Corps in East, aid, representing the government.

Buckeye, 5:58 P. M., J. H. Wade, pilot; A. H. Morgan, aid, Cleveland.

New York, 6 P. M., Clifford B. Harmon, pilot; Captain T. A. Baldwin, aid, New York Aerial Club.

A shower caused the Topeka to land on John Reyburn's farm in Chartiers township, seven miles southwest of Washington, Pa., at 3:30 on the afternoon of the 18th. Pilot Cole reported that during the night they had traveled so close to the others of the party that it had been possible for them to carry on a conversation from basket to basket.

Trafford City, a few miles east of Pittsburg, Pa., was the landing place of the Million Population balloon on Sunday afternoon. Pilot von Phul said that it would have been possible for him to have stayed aloft for several hours more, but that he and his aid were getting tired of the trip and that, as the ballast had been thrown overboard, he was unable to control the flight of the big bag anyway, and this had caused him to descend.

After encountering three severe storms and

flying all the time, at an average altitude of 2,000 feet, the Drifter descended at Uniontown, W. Va. The bag was water soaked, and the occupants of the basket were well-nigh exhausted with the fight they had had with the elements. During the time the Drifter was in the air, varying wind currents had caused the balloon to cross the Ohio River three times.

The Luzerne was the first to land, it staying aloft less than two hours, and returning to earth near Noblesville, Ind., shortly after the gas had started to escape from the silken envelope. The leaky old University City, last year's American championship winner, made the trip to McKeesport, Pa., in safety and was not compelled to make a landing until Sunday morning. Another balloon to fail to stay aloft as long as it had been expected to was the Pennsylvania, which came to grief at Dexter, Ohio, on Sunday morning. The Centennial landed at Indiana, Pa., on Sunday evening, and the Hoosier II. made a landing at Milton, Pa., late Sunday night.

Proximity to the ocean caused the crew of the America II. to make a landing at 2:30 on the afternoon of the 19th, three miles southeast of Warrenton, Va. The crew of this balloon had been in the air for 44½ hours, and was exhausted when the basket reached the earth.

Bad luck pursued the Indianapolis II. from the start, when its drag rope became tangled in a tree and held the big bag captive for more than two hours. The descent was made near Pittsburg shortly after 5 o'clock Sunday afternoon, and the aeronauts were well-nigh exhausted with the strain they had been subjected to.

Some anxiety had been felt for the balloon New York in which were Clifford B. Harmon and Captain Thomas S. Baldwin. This balloon had not been sighted since the start and when the other balloons were reported on Sunday and Monday and nothing was heard from the New York, the friends of the crew became worried. Late Tuesday afternoon, Captain Baldwin arrived in New York City and at once set about clearing up the mystery which had attached itself to the balloon in which he made the ascent. It seems that the New York landed at Portsmouth, O., late Sunday night and that both Baldwin and Harmon thought it had been reported. They gave no heed to attending to this detail and while Harmon went on a business trip through the West, Baldwin

boarded a train for New York City, neither of them aware of the anxiety they were causing.

The other two balloons which were not reported until the afternoon of the 20th, were the Miss Sophia, which landed in the mountains of Calhoun, W. Va., late Sunday night. Her landing was miles away from any telephone or telegraph office and the pilot was unable to send the news of his safe descent to the outside. The Buckeye was in much the same predicament, landing at Snowalter, Va., at 7:30 Monday morning.

Aeroplane Overcomes Gravity Laws

An aeroplane that cannot fall is the latest invention in aeronautics to be announced in Italy. Fernando Bernasconi, a native of Ascoli Piceno, Italy, according to cable despatches, has devised a peculiar aeroplane, or glider, which is able to float in midair and which assumes a horizontal position automatically. The inventor has built models six feet wide, which when dropped from a height, instead of falling heavily, almost overcome the law of gravity and travel a great distance in the air before descending slowly to the ground.

According to recent experiments, a glider dropped from a height of 1,000 meters floated 12 miles before touching the ground. This scheme if applied to aeroplanes, the inventor argues, will render falls impossible and will increase the speed of the aeroplane, as the motor will not be required to overcome the resistance of the air.

Swiss Alps Still Impassable

Although daily attempts have been made by the four aviators at Brieg, Switzerland, to fly across the Alps at the Simplon Pass, the weather conditions have been such that none of them had been successful up to September 22. The only day when it would have been possible for the men to make the flight—Sunday, September 18—the authorities interfered.

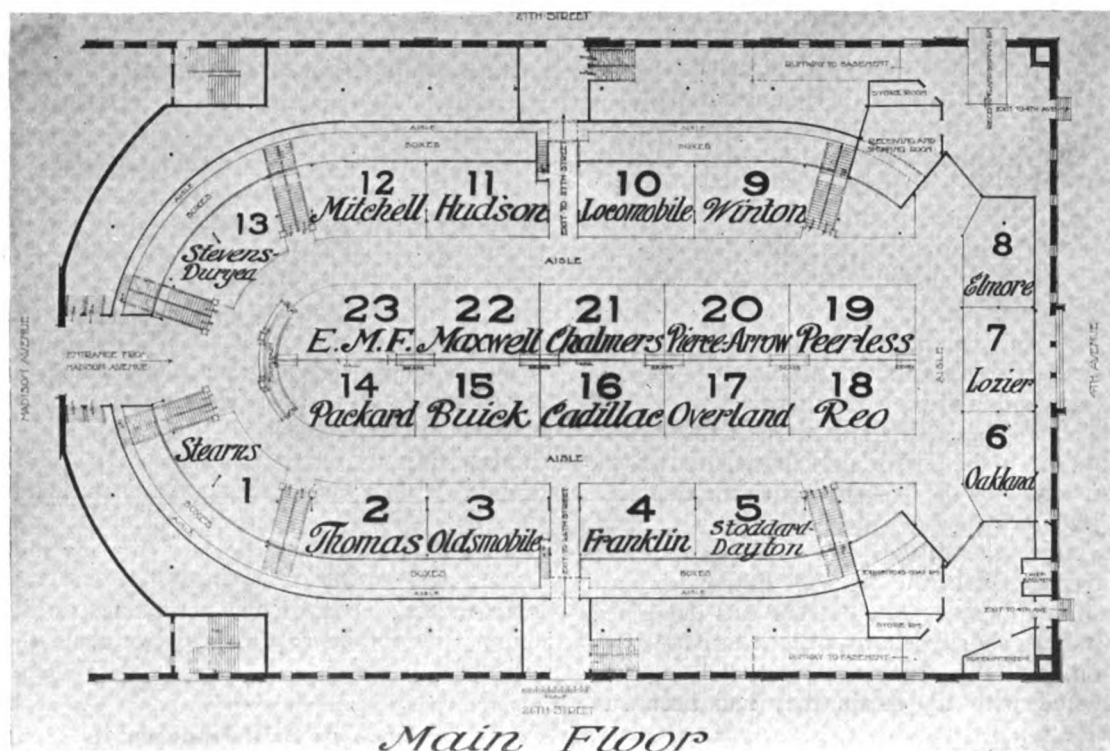
In one flight George Chavez, a Peruvian, reached an altitude of 7,546 feet and would have crossed the mountains then, but he ran into a brisk wind which swayed his machine to such an extent that he was afraid to go any nearer the rocky crests of the mountains. Weymann, the American, tried hard to find a way over the pass, but he met the same fate that befell his competitor.

Madison Square Garden Show Diagrams

That the Association of Licensed Automobile Manufacturers propose to make the 11th National Automobile Show, to be held in Madison Square Garden, January 7 to 21, 1911, the most important and successful in the history of motordom was further made plain this week by the issuance of floor diagrams and the arrangement of space for exhibitors at the double show.

able to recognize the old familiar interior of the amphitheatre, so radical are changes planned in its construction.

The public does not realize the immense amount of preliminary detail to be attended to in bringing about the culmination of a finished automobile show, and it is to make the forthcoming exhibition satisfy the great strides made in the industry in the last



Although the show is some three months distant the Show Committee, consisting of Colonel George Pope, chairman; Charles Clifton, Alfred Reeves and Merle L. Downs, secretary, will leave no stone unturned to make the forthcoming exhibitions minutely typical of the gigantic industry they now represent.

That the forthcoming show will be the largest in the history of the trade is made certain by the fact that at present there are no less than 83 manufacturers and importers licensed under the Selden patent and to house all their exhibits within the confines of the famous Madison Square Garden will tax the ingenuity of the Show Committee to the utmost. Former show-goers will scarcely be

twelvemonth that the Show Committee thus early has started its arduous work. The decorative scheme alone has held its attention for several months, and it is promised that the forthcoming display will be the most decoratively ornate ever held.

With the matter of space allotment decided upon completing the decorative scheme will not be so difficult.

As already announced, the 1911 show will really be two shows in one—Part One, which will be held during the week of January 7 to 14, being devoted exclusively to passenger or pleasure vehicles, while commercial vehicles, electric carriages and motorcycles will be shown in the Part Two period of the show,

lasting from January 16 to 21, comprehensive displays of accessories being included at both exhibitions. That the two shows have been made necessary is a fitting tribute to the stability of the members of the Association of Licensed Automobile Manufacturers.

Among the well-known cars that will be displayed on the ground floor, as shown in the accompanying diagram, will be the Buick, Overland, E-M-F., Cadillac, Packard, Maxwell, Chalmers, Reo, Pierce-Arrow, Stearns, Thomas, Olds, Franklin, Dayton, Oakland,

Lozier, Elmore, Winton, Locomobile, Hudson, Mitchell, Stevens-Duryea and Peerless.

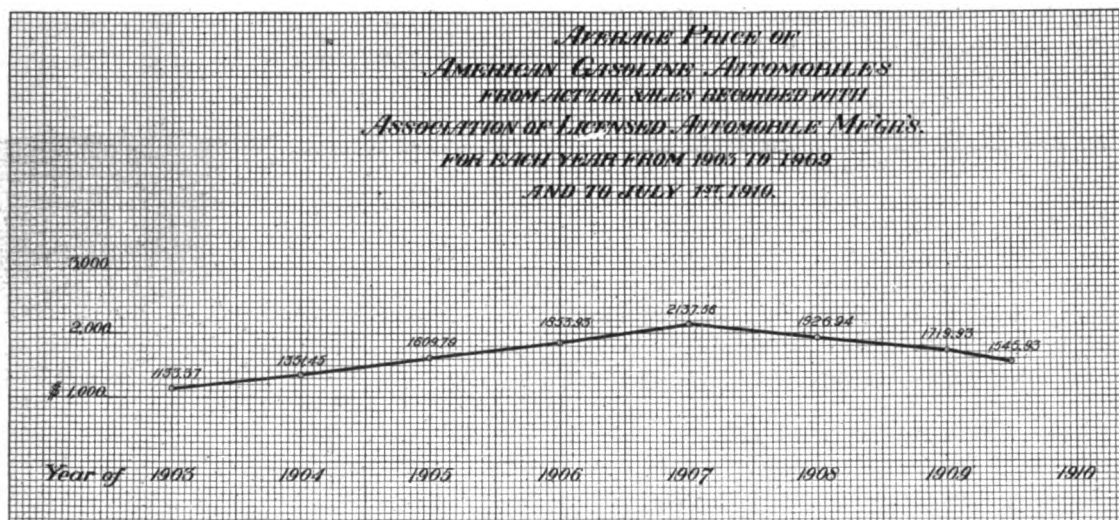
Cars exhibited include: Amplex, Moon, Mercer, Corbin, Batholomew, Nordyke and Marmon, Knox, American, Matheson, National, Selden, Buckeye, Moline, Premier, Autocar, Columbia, Alco, Studebaker, Waltham, Inter-State, Ohio, Palmer and Singer, Kissell, Holtan, Chadwick, Speedwell, Regal, McIntyre, Marquette, Acme, Pierce, Racine, Flandrau, Hupmobile, Midland, Brewster, Courier, Simplex, Atlas, Dorris and Cartercar.

American Cars and Their Prices

After a steadily upward movement the average price of the American motor vehicle has declined until it is now near the \$1,500 mark—\$1,545.93, to be exact. Figures have been prepared by the Association of Licensed Automobile Manufacturers showing the trend of prices from 1903 to July 1, 1910, accompanied by the chart reproduced herewith.

facturing has been to each year give more for the same list price than to make any great cut in the selling figure.

From \$1,133.37 as the average price for cars in 1903, the average ran up to \$2,137.56 in 1907, since which time it has decreased until the first six months of 1910 shows \$1,545.93 as the average retail list price of cars.



The Association of Licensed Automobile Manufacturers has made a careful compilation of the figures recorded with it since 1903, and from this has figured out the average cost of automobiles. The accompanying chart shows an increase in the price of motor cars from 1903 to 1907, but since that time the average price has gradually declined. In the early days of the trade, a car selling at less than \$2,000 was rare, but now the great majority of the cars sell at \$1,500 or less.

The figures show that the trend in manu-

The following comparative table indicates the average price for each year for the sale of gasoline automobiles licensed under the Selden patent (which is probably 85 per cent.), including the first six months of 1910:

1903 average price.....	\$1,133.37
1904 average price.....	1,351.45
1905 average price.....	1,609.79
1906 average price.....	1,853.93
1907 average price.....	2,137.56
1908 average price.....	1,926.94
1909 average price.....	1,719.93
1910 to July 1.....	1,545.93

Rules for Belmont Park's Big Meet

The program for the international aviation meet at Belmont Park, Long Island, N. Y., has been completed by the aviation committee. The prizes now in hand total more than \$55,650 and it is probable that another \$5,000 will be added before the first machine takes the air on October 22 and it is said that before the tournament closes on October 22, additional prizes amounting to \$15,000 will be offered.

The elimination trails will take place on October 26 and promise to be among the most sensational of the meet as the American aviators are jealous of each other and the competition for places on the American team is very active. The official contest will take place on October 29, when the race will be over a five kilometer course requiring 20 laps, a total distance of 62 1-10 miles.

The Aero Club of America has issued the following rules which the aviators must follow to the letter to be allowed in the competition:

The attention of aviators is particularly called to the following regulations referring to the code of the air, embodying the start, which will be strictly enforced to safeguard the navigation of aeroplanes in the atmosphere. According to the code of the air adopted by the Aero Club of America aviators are informed that:

First—All contestants wishing to pass another in front of them must pass to the right at a minimum distance of 75 feet, and the contestant who is to be passed must keep within 100 feet of the line of the aerodrome—that is to say, the lines that connect the pylons marking the course.

Second—A contestant who wishes to pass another shall follow the rules above stated, but shall not fly above or below his competitor. He may not pass below a contestant unless such contestant is at least 150 feet above the ground. If the contestant who is to be passed is less than 150 feet above the ground, the contestant desiring to pass may, as stated above, fly to the right at a minimum distance of 75 feet, or pass above him at a height of not less than 150 feet. This means that no machine may be passed either above or below except that the passing machine shall be more than 150 feet away.

Third—Aviators are advised that when between two machines one machine tries to pass

another, the one trying to pass shall pass to the right. If they are close together at a curve or when nearing it, it is necessary that the aviator nearest the line must follow it closely, and must not crowd toward the exterior the contestant who is trying to pass him. The two aviators should take all care to avoid any accident.

Fourth—At all times a machine flying the course should travel in the direction opposite to that of the hands of a clock—that is, leave the towers on the left hand—and it is positively forbidden for a machine to fly at any time counter track—that is to say, in the direction of the hands of a clock even though they be over the centre of the field bounded by the posts that indicate the track.

Fifth—A machine after landing for any reason within the infield, on the way to its shed, must cross the track as quickly as possible in the most direct line from the centre of the field and only after making sure that it will not be in the way of any other aviator.

Sixth—Aviators are forbidden to fly over the public and above the stands.

Seventh—All violations of these rules will subject one to penalty in accordance with the rules of the Federation Aeronautique Internationale. In the event of a second abuse the aviator may be disqualified from participating further in the meeting.

The summary of events and prizes is as follows:

Gordon Bennett international.....	\$5,000
Gordon Bennett elimination.....	1,500
Totalization of duration.....	6,000
Totalization of distance.....	3,000
Grand speed	4,500
Grand altitude	3,000
Fastest flight—ten kilometers.....	3,000
Passenger carrying	1,600
Cross-country	1,700
Cross-country passenger carrying.....	2,000
Kilometer straightaway	2,550

Total\$33,850

DAILY.

Daily totalization of duration—8 days,

\$850 each\$6,800

HOURLY.

Hourly altitude, 13 hours, \$400 each.. \$5,200

Hourly distance—7 hours, \$400 each.. 2,800

Hourly speed—5 hours, \$400 each.... 2,000

General prizes	\$33,850
Mechanics' general prizes.....	1,000
Daily prizes	10,000
Hourly prizes	10,000
Michelin prize	4,000
Scientific American trophy.....
Total	\$55,650

Englishman Builds Immense Aeroplane

An English naval officer, Lieutenant Seddon, has constructed at Dunstall, near Wolverton, England, what is believed to be the largest aeroplane in the world. It is more than twice as large as a Farman biplane, and weighs about a ton. Two 80-h.p. engines are the motive power and the planes have an area of about 1,000 square feet. Lieutenant Seddon has incorporated a number of original ideas in his machine, among them being the basket-like frame and the peculiar construction of the planes.

Aeronautical Reserve Leases Club House

So great has been the advance of the United States Aeronautical Reserve that within a few weeks of its inception it numbered more than 3,200 members and had leased the old Lenox mansion in lower Fifth Avenue, New York City, as its club house and national headquarters. While the plans of the reserve are not matured, the new club house will be put to immediate use and during the coming international aviation meet at Belmont Park, it is thought that the 40 beds rooms in the club house will be in constant use.

Aviators Help French Army

With the close of the annual fall manoeuvres of the French army the general utility of the aeroplane from a military standpoint has been established. During the sham battles and skirmishes, the commanding generals frequently changed the disposition of their forces and more than one weak position was immediately strengthened following the receipt of advices from the scouting aeroplane officers. The foreign military attaches are loud in their praises of what an aeroplane could do in case of actual war and said that one machine was worth a thousand men for scouting purposes.

Adds Aviation to Curriculum

The Armstrong Manual Training School of Washington, D. C., has added a course in aviation to its curriculum and hereafter the pupils at this public institution will be taught the first principles of the propulsion of a plane through the air. After they become proficient in that, they will be provided with a large machine and will be given practical demonstrations of how to fly. The automobile course, which was such a popular fixture of the school course last year, will be continued and enlarged upon.

Americans' Flights Alarm England

Through the flights of Cecil Grace and Armstrong Drexel, both of whom are Americans, the British Army Council has become alarmed over the advances which are being made in aviation and has established a school to train aviators for the British army. The school is located at Aldershot, and the first public meet will be held on the downs there about the middle of next May.

Grahame-White Defeats Curtiss

In a special race around the Squantum aviation field in Massachusetts on September 15, Claude Grahame-White, the English aviator, defeated Glen H. Curtiss by 16 4-5 seconds. The course was five and a quarter miles. White made the distance in 5 minutes 47 4-5 seconds, and Curtiss took 6 minutes, 4 3-5 seconds to cover the same course.

Prizes amounting to more than \$60,000 will be offered by the International Conference of French, English and Belgian National Aerial Leagues in August, 1911, when a grand aviation circuit embracing the three countries in the conference will be instituted.

All speed records for aeroplane flights were broken on September 16, when Aubrun in a Bleriot monoplane, flying at Bordeaux, France, made 186.3 miles in 3 hours, 33 minutes and 7 seconds. His average time was 55½ miles an hour.

Cleveland, O., will hold an aviation meet during the Cayuhoga County centennial festival, October 10 to 15. Seven professional aviators have been engaged to give exhibition flights.

Row and Protest Follow Kansas City Run

The report of the Technical Committee of the Kansas City (Mo.) Automobile Club's recent reliability contest, which declared Buick No. 17 as winner of the Kansas City Star trophy, brought forth a storm of protest from a number of entrants, and it is likely that the Contest Board of the American Automobile Association will be appealed to before the trophy is finally awarded. The Buick No. 17 finished the arduous 1,584-mile run with road penalizations amounting to 88 points. The examination by the Technical Committee developed 54 points penalization, making a total of 142 points. The Reo, which was awarded second place, had a road penalization of 83 points, and after the technical examination this was increased to 148 points. The Speedwell was penalized 37 points by the Technical Committee, making its final score 153 points, which secured third place.

Sixteen cars finished the long trip, but only 13 went through the hands of the Technical Committee, the other three being so far behind in the matter of points that it would have been useless to have bothered the Technical Committee with an examination. The penalizations of the other cars after the technical examination were as follows: Maxwell, 163 points; Ford, 164; Haynes, 184; Buick No. 18, 184; Case, 192; Falcar, 249; Great Western, 259; Kissel Kar, 334; Mitchell, 361, and Regal, 556.

The first protest to be filed was that from

the entrants of the Ford car. On the last day of the tour, when the run was from Topeka to Kansas City, the referee, H. N. Strait, announced that the schedule would be 16 miles for all cars. The Ford people declare that this schedule should have been cut at least two miles an hour for the lower-priced cars, and that if it had been the Ford would have been close to if not on top of the list at the end of the day. The referee overruled this protest and the Ford people said they would appeal to the American Automobile Association.

The entrants of the Buick car protested against certain penalizations against their car and also against the score of the Reo car, which finished second. A number of entrants declared that the radiator on the winning Buick was not stock, but after a visit to the local salesroom of the car the referee overruled the protest. To offset this protest the Buick people filed a complaint against penalizations on their car imposed because of a leaky radiator and a broken spoke. They declare that the leak was immaterial and that the spoke was not broken. If these penalties were reduced it would lower the penalizations of the Buick 15 points.

The protest on the Reo is based on an alleged broken floor board in the car. It is alleged that one of the water jackets on the engine was leaky and that the compression in one of the cylinders was not good.

Rules for \$25,000 Aviation Race in 1911

The entry blanks for the 500 miles international sweepstakes which is to be run on the Indianapolis, Ind. Motor Speedway on May 27, 1911 for a prize of \$25,000, were issued this week.

The race is open to cars in Class C, according to the 1910 Rules of the Contest Board of the American Automobile Association, with a piston displacement of under 601 cubic inches and with a minimum weight of 2,300 pounds. In order to qualify the cars must show a speed of 75 miles per hour. The entrance fee for each car is \$500 until March 1, 1911, and after that date and until May 1, 1911, \$750 per car. The promoters reserve the right to cancel the event and return the

entrance fees unless 30 entries have been received by March 1, 1911.

The \$25,000 in prize money will be divided as follows: First Prize, \$10,000, second prize, \$5,000; third prize, \$3,000; fourth prize, \$2,000; fifth prize, \$1,500; sixth prize, \$1,000; seventh prize, \$800; eighth prize, \$700; ninth prize, \$600, and tenth prize, \$500.

Edward S. Wertz, W. E. Bridegam and G. J. Althouse, members of the sociability run committee of the Reading, Pa., Automobile Club made a trip to Collegeville, where they engaged hotel accommodations for 200 persons, who will participate in the club's first run to that place on September 27.

Floral Parade Pleases Cincinnatians

Cincinnati, O., was treated to one of the most beautiful spectacles it has seen in years on September 14 when a parade was held in celebration of the Sons of Osiris day at the Ohio Valley Exposition. Ninety-two gorgeously decorated automobiles of all descriptions from the little electric to the huge delivery truck participated in the demonstration.

several young women dressed in colonial costume. Second prize of \$100 was won by Albert Diem in a car which was decorated with natural flowers.

Gus Bevis was the winner of the first prize in the touring car division. His car was decorated with iris with lavender effects and was awarded \$350. Second prize of \$150 was



ONE OF THE ELABORATELY DECORATED CARS

That the parade was appreciated was shown by the reception the cars received from the 50,000 or more spectators gathered along the line of march, which led through the city streets.

The cars were divided into four classes, under the marshalship of Charles B. Braunstone. The divisions were: large cars, entered by individual owners; small cars, entered by individual owners; cars entered by firms, clubs or organizations and electric vehicles. Prizes were offered in each class. In the electric division first prize of \$50 for the handsomest car driven by a woman was won by Miss Alma Bettinger. The small car prize of \$200 was awarded to Miss A. L. Englehart, whose car was decorated with wistaria vines trailing over a green pagola. In the cars were

given to W. E. Hutton, who car was decorated with wisteria and contained children in Japanese costume. A car entered by the Allen Conkling Company won the \$350 first prize offered in the division for firms, clubs, etc. The car was decorated with gold roses on a snow-white background. Second prize of \$150 was won by a car representing McMahon Jackson & Co. It was covered with orchids.

One of the cars that attracted considerable attention was that driven by A. H. Seinsheimer. It was so elaborately decorated with living flowers that it proved one of the marvels of beauty that set the crowds wild with joy. Boxes, tubs and other receptacles containing growing flowers were artistically arranged around the car, making it a veritable moving bower.

New England is A. A. A. Through and Through

BY PRESIDENT L. R. SPEARE

MR. EDITOR:—Referring to the story which appeared in AUTOMOBILE TOPICS for September 17, under the caption "New England to Quit A. A. A.?" I wish to make an emphatic protest against the remarkable array of misinformation which is presented to the public in that article from start to finish.

From the outset, New England has been the strongest kind of a supporter of the American Automobile Association, despite the fact that State associations have yet to be formed in New Hampshire and Maine. When I make known the fact that the funds for carrying on the organization work in these two States are being supplied from the National treasury, you will quickly appreciate how utterly ridiculous is the story which AUTOMOBILE TOPICS printed under the above date, without giving any source except an unknown New Yorker who had come in contact with some kind of an unfounded rumor at the recent aviation meet.

I have no hesitancy in stating that it has been a source of considerable regret to me that all the New England States have not been represented in the A. A. A., and it is my intention, after having served practically two terms as president of the American Automobile Association, not to lose my interest in the organization, but to aid it to the fullest possible extent in New England, and as a proof of

this attitude I will say that on tomorrow evening I am scheduled to address a meeting called at my solicitation by ex-Governor Floyd of New Hampshire for the purpose of promoting the organization of A. A. A. clubs in that State.

While the plans of any organization are always subject to betterment, I am in a position to state that nothing of the sort hinted at in the intangible story printed in AUTOMOBILE TOPICS has the slightest basis in fact. It has always been our hope that as the A. A. A. increased in numerical strength, there should come a gradual reduction of annual dues from the big local units; but the extension work which we have in prospect, especially in our touring department, and the furthering of the good roads gospel, always keeping in mind the legislative needs of the situation, would seem to indicate that this question will not be seriously considered by the great number who appreciate the value of organized effort and are willing to give time and money to the work.

No matter what kind of concerted effort is made in New England, you may accept it as a certainty that it will be in connection with the National body, the American Automobile Association.

LEWIS R. SPEARE.

Boston, Sept. 20.

Entries Pour In for Good Roads Run

Twenty cars had been entered in the "Round Georgia Good Roads Tour" under the auspices of the Atlanta Constitution up to September 20. The tour which is for the purpose of acquainting Georgians with the condition of the highways in their own state, starts on October 17 and will carry the participants over approximately 952 miles of roads of all descriptions. Sixteen entries were received the first day the list was open. Three cars containing officials were started over the route this week so that new observations of the condition of the course could be made.

The cars entered, with the name of their entrants, are as follows:

Halliday, W. H. Westberry, Ohio, Ohio Motor Car Co.; Maxwell, Maxwell-Briscoe So. Co.; Columbia, Maxwell-Briscoe So. Co.; Buick, Buick Motor Co.; Primo, Primo Motor Co.; Primo, R.

E. Henderson; Buick, Dr. B. L. Bridges; Buick, W. E. Wimpy; McFarlan Six, McFarlan Southern Co.; Thomas Flyer, J. W. Callahan; Lozier, Atlanta Automobile Association; Franklin, W. D. Alexander; Knox, W. E. Aycock; Knox, Cobb Real Estate Co.; Maxwell, J. C. Overstreet; National "40," G. F. Alford; Cole "30," C. W. Cooper; Columbia, Southern Ruralist; White Steamer, E. P. Ansley.

City is Thanked for Its Work

The Kansas City (Mo.) Board of Public Works was given a vote of thanks by the Automobile Club of Kansas City on September 15 for its good work in keeping the streets of the city in passable condition. The club also praised the railroads running through the city for the care exercised at the various grade crossings.

Chicago Show Drawing Oct. 5

The application blanks for space at the annual show at the Chicago Coliseum, from January 28 to February 11, 1911, were issued this week by S. M. Miles, general manager of the National Association of Automobile Manufacturers, under whose auspices the exhibition will be held. The drawings for space for both pleasure and commercial vehicles will be held on October 5, at the association's office, 7 East 42d Street, New York.

Each applicant will be entitled to attend in person or by proxy and take part in the drawing or order of allotment, subject to the classification arranged by the Executive Committee. After the drawing applicants may in their turn make selections of space. Should the Executive Committee place in any class applicants who are members of the National Association of Automobile Manufacturers and other applicants who are not members, the members of the N. A. A. M. shall draw first, members of the Association of Licensed Automobile Manufacturers second and other applicants last.

Manager Miles will draw and make allotments for applicants who are not present in person or represented by proxy. Any person claiming to represent an applicant, unless known to the management to be properly authorized, must present his authority in writing. Of the applicants other than members of the N. A. A. M., motor car makers will be first

served, but no distinction will be made between American and foreign makers or exclusive representatives of foreign makers in the United States.

The allotments of space in the accessories section will be subject to the provisions of the rule governing "parts, accessories and motorcycles," the applicants being divided into classes, according to the number of earlier shows held under the auspices of the N. A. A. M. at which they have exhibited. Those who have exhibited at the largest number will have first choice and so on. In the event of a conflict between two or more members of the same class the order will be decided by lot.

These conditions will govern the allotment of space at both the pleasure and commercial vehicle shows. The pleasure vehicles will be shown from January 28 to February 4, while the commercial vehicle manufacturers will display their products from February 6 to 11. Both shows will occupy the Coliseum and First Regiment Armory. Heretofore the commercial vehicle exhibition has been held in connection with the pleasure car displays, but the making of freight carrying vehicles has developed to such an extent that it now requires a show of its own. There were very few business vehicles displayed at last winter's Western national show owing to lack of space.

Nine Entries for Fairmont Park Race

The Quaker City Motor Club, which is promoting the road race to be held in Fairmont Park, Philadelphia, on October 8, has received nine entries for the event up to date. The cars with their entrants and drivers are as follows:

Alco, American Locomotive Company, Harry F. Grant.

Chadwick, Chadwick Engineer Works, Len Zengle.

Chadwick, Chadwick Engineer Works, Al Mitchell.

Benz, Benz Automobile Import Company, George Robertson.

Benz, Benz Automobile Import Company, Ed Hearne.

Apperson (Jackrabbit) Apperson Brothers Automobile Company, H. M. Hansrue.

Jackson, Jackson Automobile Company, E. E. Schiefler.

Cole, Franklin Motor Company, Bill Endicott.

Cole, Franklin Motor Company, Harry Endicott.

Another class was added to the race during the past week. It is for cars of Division 2-C of the 1910 Contest Rules of the American Automobile Association, which includes all machines whose piston displacement is between 161 and 230 cubic inches. The driver of the winning car in this class will get a cash prize of \$1,000, the same amount offered for the victors in the larger classes.

This brings the prizes for the race up to \$7,500 in cash, besides trophies.

Says Taxicab Ordinance is Unconstitutional

New York's new taxicab ordinance received quite a jolt last week, when Supreme Court Justice Bischoff, who heard the test suit brought by the Universal Taximeter Company which controls the taxicab stand at the Hotel Knickerbocker, for an injunction restraining the city of New York and chief of Bureau of Licenses from enforcing the provisions of the new law subjecting taxicab companies using meters to a higher license and lower fare than other public vehicles, granted the injunction on the ground that the law makes an unjust discrimination.

That the Court's research on the question was exhaustive is indicated by his opinion, which begins:

A "hack" or "hackney coach" is a vehicle offered for hire from its stand in the public thoroughfare and intended for the use of passengers. It is of ancient origin. Samuel Pepys in his diary, written between the years 1660-1639, mentions the fact that he took a "hackney coach" over London Bridge (Pepys' Diary II., 320), and it derived its name from Hackney, a metropolitan borough in the northeast of London, between which and London its use is supposed to have been first instituted. In the sense, therefore, that the motor vehicles operated by the plaintiff are offered for hire from its hack stand in the street they are "hacks" or "hackney coaches," by whatever other name they may be called.

Last August, by amendments to the city ordinances, all motor vehicles equipped with a taximeter had their license fee increased to give the city money to hire inspectors to examine the taxicabs, and were required to reduce their fare from 50 cents for the first half mile to 40 cents. The Court says:

These amendments are assailed by the plaintiff as contrary to the Fourteenth Amendment of the Constitution of the United States in that they deny to the plaintiff and others similarly situated the "equal protection of the laws," and this motion is made for an interlocutory injunction to restrain the enforcement of such amendments pending this action for permanent injunctive relief. That the complaint is well founded seems an irresistible conclusion.

Nothing in the ordinance as amended points to any just cause for any differentiation between vehicles equipped with taximeters and those not so equipped. Both classes are employed in identically the same business, and the owners or operators of both are therefore entitled to be treated alike. There is nothing unlawful in the use of the taximeter, and it is beyond the power of the State in the exercise of its police power and of

the municipality in the exercise of its delegated power to impose upon the owners or operators of vehicles equipped with a taximeter the necessity of abandoning its use to escape the higher license fee and the lesser maximum rate of fare.

The discrimination against the use of taximeters seems wholly arbitrary, and indeed the only reason given by counsel for the defendants for it is that since the taximeter as a means of detecting errors and impositions in the charge for hire of vehicles so equipped will draw to the owners and operators the larger share of public patronage they should be content with the payment of a higher license fee and a lesser maximum rate of fare.

As well might the municipal legislative body have discriminated against clocks or watches carried by the operators of such vehicles, or other devices calculated to measure the time of travel, or between vehicles furnished with cushioned seats, mirrors and haircomb and brush, and others not so furnished.

This argument plainly is one in favor of penalizing him who because of the better accommodations in his business attracts to himself the greater favor of patronage, and involves a tax purely and simply upon one the volume of whose business may exceed that of his competitors engaged in essentially the same business. That such a tax infringes upon the constitutional provision hereinbefore alluded to was emphatically ruled by the Supreme Court of the United States in *Cotting vs. Kansas City Stock Yards Company* (183 U. S. 111).

Says Mr. Justice Brewer, writing the opinion of the court in the case last alluded to: " * * * We must * * * always remember that the equal protection of the laws is denied when upon one of two parties engaged in the same kind of business and under the same conditions burdens are cast which are not cast upon the other. * * * If once the door is opened to the affirmance of the proposition that may regulate one who does much business while not regulating another who does the same but less business, then all significance in the guarantee of the equal protection of the laws is lost."

It is said that if Justice Bischoff's decision is sustained by the higher courts the city will have to make some other provision for the maintenance of the special bureau of taximeter inspectors than obtains at present, since no appropriation was made for running the taximeter bureau except from the increased taxation upon the 2,000 taximeter cabs in the city. The New York Transportation Company, which operates the largest number of taxicabs, has been paying the increased tax under protest, although no point was raised as to lowering the rate.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS

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The Alfalfa Crop and One of Its Results

The alfalfa crop is a bumper one in Iowa and Nebraska, and consequently those States will absorb a considerably larger number of motor vehicles than would have been the case had the crop been only a mediocre one. And this is only one example to illustrate what a tremendous change has taken place during the past few years in the attitude of the average farmer. Formerly it would not have made any difference how much money he had; the automobile was about the last thing he would have thought of buying—partly because his mind was not accustomed to the contemplation of such a thing, and also because hostility to the motor vehicle was one of the cardinal rules of his life.

All this antipathy to the motor vehicle has passed away. The farmer is just as keen to become the possessor of an automobile as anyone else. He buys it not only because he can afford such a luxury, but as a result of the knowledge that has come to him that as a time-saver and a distance-annihilator it is

easily first of all the instruments of which he has knowledge. What the horse was in former years—an indispensable and, in many respects, the most important adjunct to the farm—the motor vehicle has become. During working hours it is a business vehicle, furnishing power for a multitude of purposes, and transporting goods and chattels from point to point on the farm and throughout the immediate vicinity. The day's work over, it becomes a pleasure rig, adequate to the task of conveying the farmer or his family to any point within a wide radius. There is no need to waste sympathy over a horse that has been worked hard all day, and no need to worry over the limitations of the conveyance. It is a machine, capable of being worked day and night without incurring fatigue or requiring a period of rest.

The farmer is today the backbone of the steady demand for motor vehicles. And he no longer confines himself to cheap cars. He has learned that quality pays.

Six Body Styles for 1911 Everitt

For 1911 the chassis specifications of the "Everitt 30" will be similar to those for the previous year, but popular demand requires the Metzger Motor Car Company to fill out the line by equipping the cars with six distinct style of bodies, namely: Standard touring car body which is one of the five passenger open front entrance type; the demi-tonneau which is four passenger with detachable tonneau; the five passenger fore door touring car; the four passenger fore door touring car which is made in the close coupled style; the inside drive coupe which was made to seat four passengers and the light delivery wagon. These various types of bodies are shown in a port-folio.

The standard touring car is an extremely comfortable car. Its distinguishing feature is the width of the rear seat, which is 48 inches on the seat and 52 inches across the shoulders. This is ample for three passengers. The standard color is royal blue with a robin's egg blue door panel. The chassis is finished with gray running gears. This is the standard color of the painting on all "Everitt 30" cars.

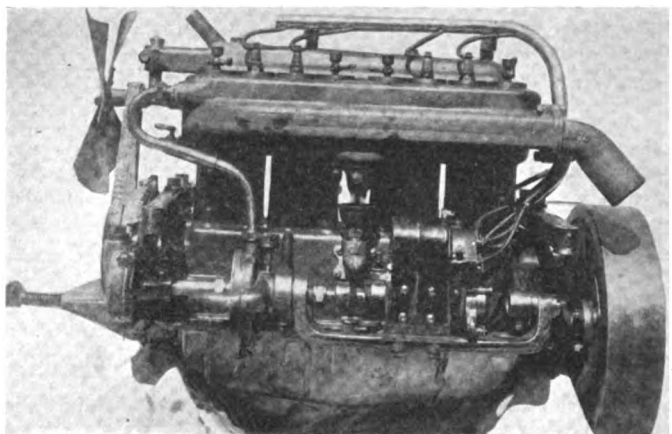
The demi-tonneau is seated somewhat lower to the ground than any other type and the steering gear is given sufficient rake to serve as practical and contribute to the speedy lines of the car.

The tonneau is detachable and can be removed by unfastening two body bolts which will allow the body to be slipped back so as to release the dowel pins in the front of the tonneau which in turn releases the tonneau. The fenders on this car are of the wing shape in the rear, and as the running board is somewhat shorter necessitates a longer front fender than on other cars. All running board brackets are enclosed by splash guards.

The five-passenger fore-door touring car is an example of the latest style. The height of the doors on this body is the same both front and rear, giving a somewhat torpedo design. The sills do not come about the top line of the hood, which secures the straight line feature in the general appearance of this fore door car. The fenders in the general appearance of this fore door car. The fenders in front have a

curve on the radiator side. The top is straight. The lip on the front of the fender is rather line extending to about the end of the frame. good looking. The rear fender follows the rear wheel around to the back end of the body where it breaks off horizontally for about 8 inches. The body of this car is the largest and roomiest of any of which the "Everitt 30" car are equipped.

The fore door close coupled job, which is made to seat four passengers is a modification of the five passenger. This body differs from the five passengers, in it being a close coupled,



INTAKE SIDE OF MOTOR

and it does not require a break in the curves, shaping the doors. A moulding is added between the front and rear door at the same height as the driver's seat. As the top sill of this car is at the same height as the top of the hood, the straight line effect is quite apparent. The fender combination is very good. A feature of this fore door car is the fact that everything is enclosed and the only thing outside of the car is the door handle. The control levers are convenient and in easy reach of the driver and have sufficient clearance to overcome any chance of striking the door, when using brakes or gear shifting levers.

The chassis specifications are quite the same as last year. The motor has a bore of 4 inch and a stroke of $4\frac{3}{4}$ inch. This long stroke gives it an unusually powerful torque for a motor of its rated power. The four cylinders are cast together. In this instance the Enbloc casting is a great deal more comprehensive than usual.

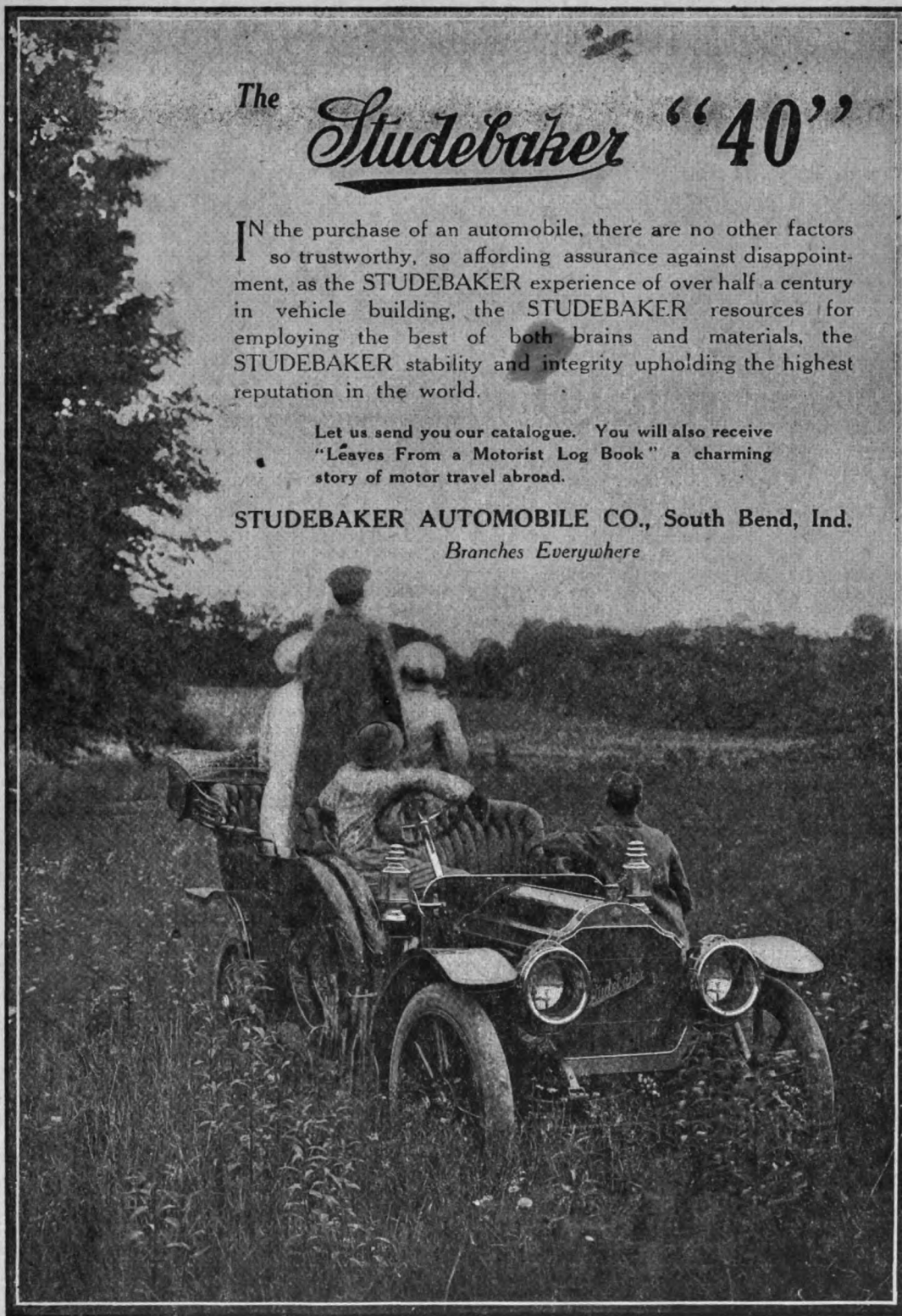
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SOUTH BEND, IND., TO ST. LOUIS

First Section—South Bend to Terre Haute

This section of the South Bend-St. Louis tour ends at Terre Haute, having practically traversed the State of Indiana from north to south. The roads are generally excellent and in places equal to those found anywhere in the East. The details follow:

From the Court House, at Main and Washington Streets, start east on Washington Street, turning right down Michigan Street. Continue straight ahead, passing numerous right and left roads, and through Lakeville, curving right at further end of town. Follow main road, cross R. R. at La Paz station. Through village and onto Michigan Street, which follow to center of Plymouth at Michigan and La Parte Streets. Cross iron bridge and under R. R. to and through Argos. Into Main Street, to Court House, center of

Rochester (43.1 miles).

Continue direct ahead and go through Fulton and Matea. Avoid all cross-roads and side roads and meeting trolley tracks follow same on Michigan Avenue. Caution for two dangerous R. R. crossings. Turn left with trolleys over bridge into Sixth Street. Continue straight ahead to Broadway, where turn right and follow trolleys to Third Street, of

Logansport (65.7 miles).

Turn left on Third Street and cross R. R. tracks and iron bridge. Under second R. R. tracks and over bridge. Straight ahead leaving trolleys to right and continue through Deer Creek. At 4-corners turn right and first left-hand road after crossing bridge. Cross R. R. and through

Camden (84.1 miles).

At the end of road jog left and curve right immediately beyond. Follow telegraph poles to prominent right-hand road. Turn right with wires and straight ahead on Main Street to Washington Street of

Delphi (92.3 miles).

West on Main Street, curving left and right just before R. R. tracks and bridge. At fork, bear right, and right across tracks at next fork. To prominent left-hand road at Americus. Turn left, cross bridge at foot of down grade and avoid road to right shortly beyond. Cross R. R. tracks at Buck Creek and turn right at the end of the road. At end of next road jog left around store at Archerville, and right at school immediately beyond. On Main road through covered bridge, bearing left at fork just beyond and running across trolley. Turn left with trolley on 18th Street to Greenbush Street. Turn right on Greenbush Street and left with trolleys on 13th Street to Hartford Street, where turn right and then

left on 10th Street. Right with trolleys on Salem Street to 9th Street. Left into Main Street, center of

Lafayette (112.8 miles).

From Main and Fourth Street, go north on Main Street two blocks to Second Street, where turn left, curving right just beyond. At end of road, jog right and after crossing four bridges direct to

Romney (125.1 miles).

Straight through village and just beyond intersecting road, turn right. At the end of the road turn left. Cross bridge and straight ahead through covered bridge. To Market Street and left to Main Street where turn right to Court House at Crawfordsville. Direct on Main Street to Chestnut Street, where turn right to the end of the street. Turn left. Straight ahead, turning right, where line of poles turn and direct to

Newmarket (148 miles).

Straight ahead, turning left with poles; follow poles to end of road, where turn left and straight through Browns Valley. At end of street, turn right and direct to the end of the road. Turn left across R. R. At the end of the road, turn left. At first road turn right to Cross Street of

Waveland 157.1 miles).

Turn left and direct through hamlet of Millington. Turn right and direct to school house, where turn left, following main road. Pass depot on left at Guion. Cross R. R. at Judson. Turn right on first road and one block beyond turn right and to the end of the street. Turn right to Court House of

Rockville (172.5 miles).

Turn left one block to the end of the street. Turn left one short block and then right. At forks keep on gravel road and right across bridge. At church turn right. At foot of hill bear left, crossing covered bridge. To Mecca. Turn left. Straight ahead for two miles to viaduct. Continue on first road; turn right and ascend hill. At end of road, jog right. To the end of the road. Turn right to the end of the road and then turn left to

Atherton (189.1 miles).

Turn right at R. R. depot and at power station turn left and direct to Ellsworth. Road becomes Lafayette Street. Bear left on Seventh Street and then to Wabash Street of

Terre Haute (199.9 miles).

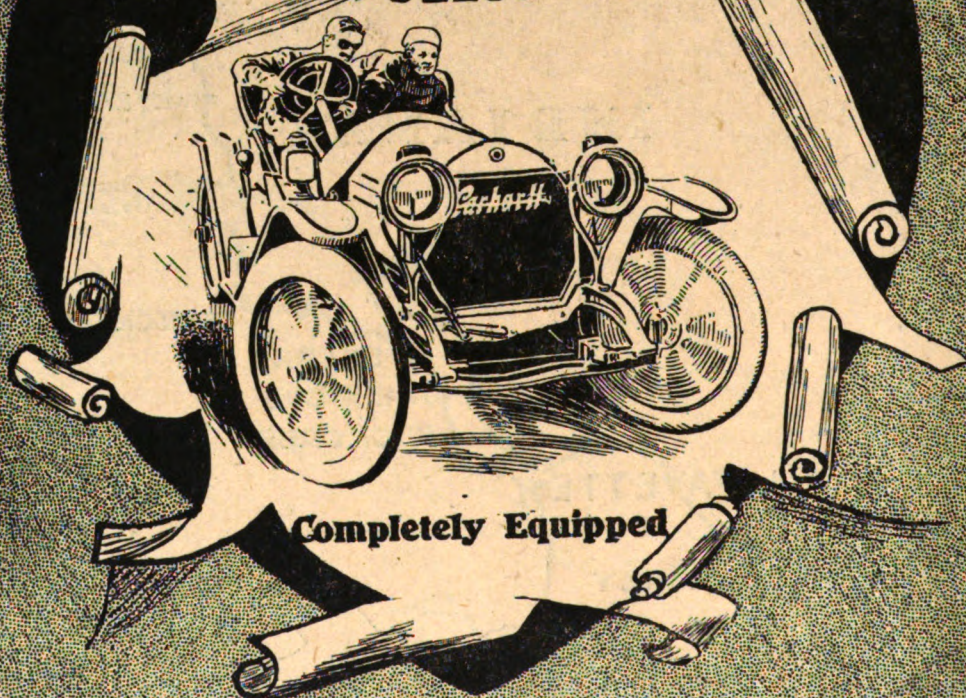


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Please Mention AUTOMOBILE TOPICS When Writing.



1911 EVERITT "30" TOURING CAR

The control system is made complete by two sets of brakes which act directly on the rear wheels. The internal and expanding is of the metal to metal type with cast iron brake shoe. The external and contracting is a steel band, faced with asbestos fabric. All brake rods are straight pull and brought inside of the

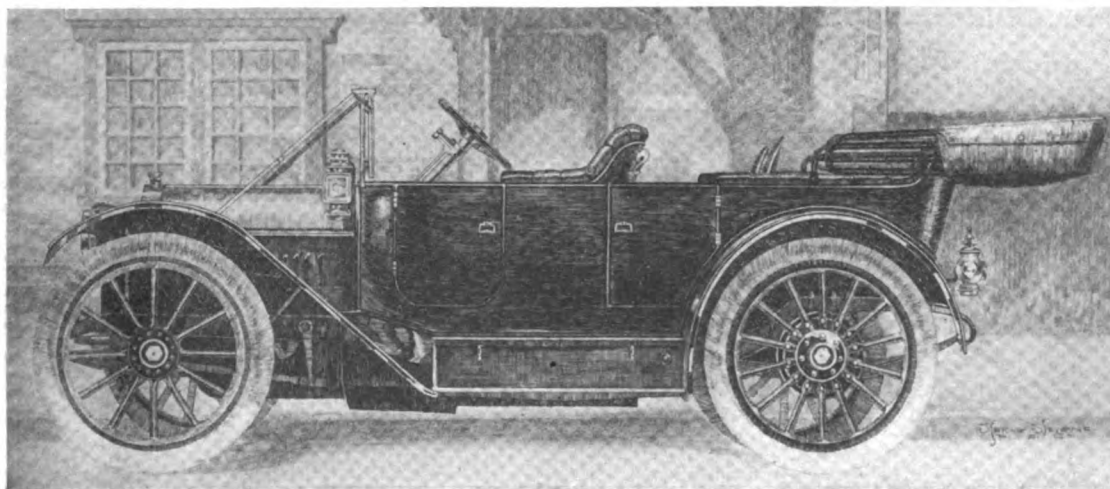
frame, so that the pull is direct, and are protected from binding. These operate on a pressed steel drum, fastened to the rear wheel.

All wheels are of artillery with 12 spokes rear and 10 front and are equipped with 34 x 3½ tires. The tread is 56-inch and the wheel base is 110-inch.

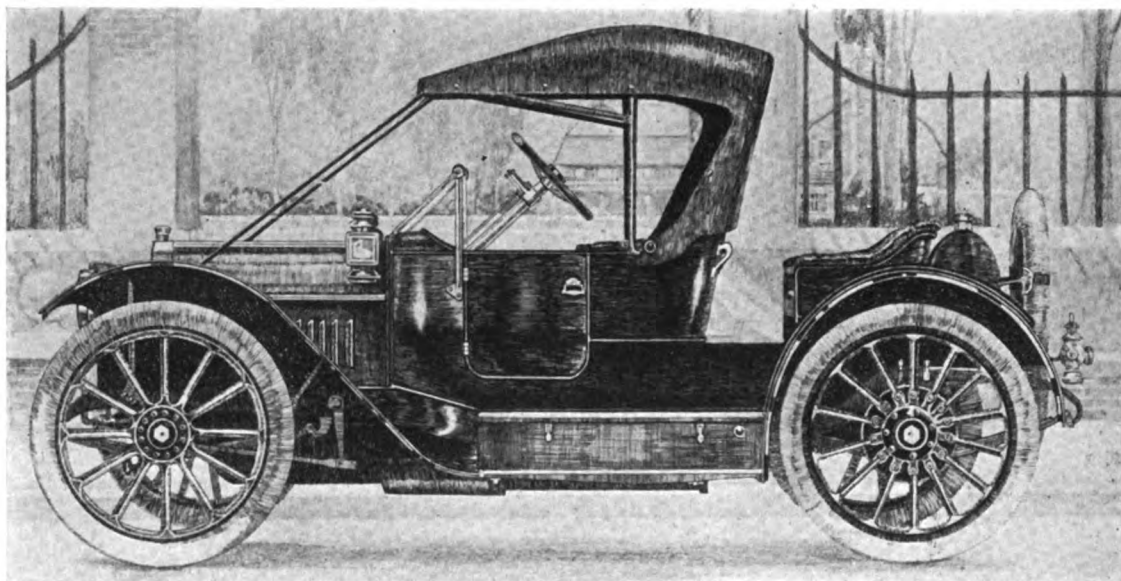
Three New Owen Models

Something out of the ordinary is expected from the Owen Motor Car Co., makers of the

"unusual car," as the 1910 Owen has been termed, and the first glimpse of the 1911



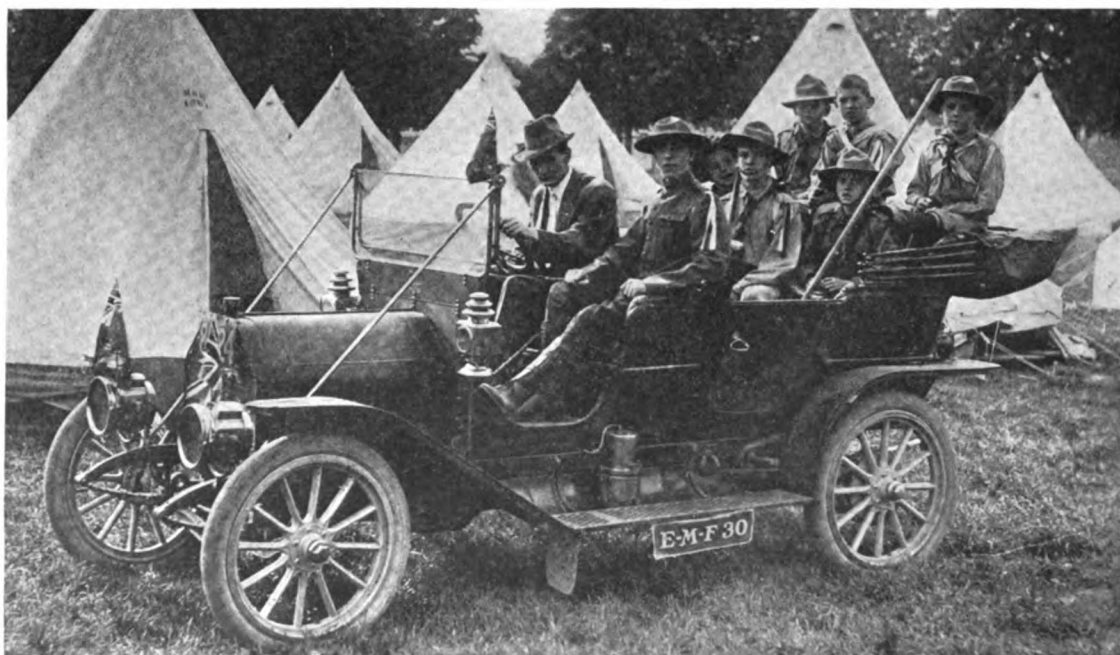
OWEN CLOSE-COUPLED CAR



OWEN 1911 ROADSTER

models indicates that expectations will be fully met. For next year the Owen will be made as a roadster, a close-coupled touring car and a Berlin, and while the construction will embody all the Owen features which have given such unexampled satisfaction this year, there will be differences in body design.

The Owen is of the familiar scuttle-dash design. The front seat is set several inches further back than on the other models, affording an unusual amount of leg room. The rear deck equipment is optional with the purchaser, single rumble, double rumble or hamper being furnished.



CANADIAN BOY SCOUTS AT PETERBOROUGH, ONTARIO

COMMERCIAL MOTOR VEHICLES

New York Commercial Vehicle Test

Following the footsteps of Philadelphia and Boston newspapers, the New York American has announced that it will promote a contest for commercial vehicles on Friday and Saturday, October 28 and 29. This event will be similar to the test recently held in Philadelphia and the proposed contest in Boston on October 21 and 22. The contest will be held under the management of E. L. Ferguson and Alan H. Whiting, chairman of the Contest Committee of the Automobile Club of America, will be referee. The route will cover streets in Greater New York, over which commercial motor vehicles would have to ply in the ordinary course of service.

One of the features of the forthcoming contest will be the actual demonstration of the superiority of the motor-driven vehicle over that propelled by horses for business purposes. At the same time that the motor vehicles are sent out in the contest, horse-drawn vehicles hauling the same load will be sent over the same course. In order to make the test a fair one the cost of hiring the teams will be considered and the length of the time they are allowed on the road each day will be the same as that allowed the mechanically driven vehicles. This is the first time that motor truck manufacturers will have the opportunity of proving, in actual competition, their statement that the power-driven vehicles can do two to three times the work at less cost to the user than those driven by horses.

The rules to govern the contest have not been completed as yet, but it is known that the test will be divided into two classes, one for gasoline and the other for electric-driven vehicles. These classes will in turn be sub-divided into manufacturers' and owners' divisions. Five different classes for both gasoline and electric vehicles have been provided for and these classes are duplicated, one being for manufacturers and the other for private owners as follows:

- Division 1, 1,000 pounds capacity and under.
- Division 2, 1,001 to 3,000 pounds capacity.
- Division 3, 3,001 to 6,000 pounds capacity.
- Division 4, 6,001 to 10,000 pounds capacity.
- Division 5, all over 5 tons capacity.

In each of the classes and subdivision a

silver trophy will be awarded the entrant of the winning truck, the superiority to be determined by the cost per mile of carrying merchandise the entire distance. This cost is to be determined by the cost of gasoline, lubricating oil or electricity, as the case may be, and, in addition, a charge of one cent per minute will be made for any actual repairs or delay in reaching controls on time. In order that the cars shall comply as nearly with actual service conditions as possible, it is provided that each vehicle shall carry its maximum load except in the delivery classes, where the cars would only carry half a load over the entire route instead of a full load out and nothing coming back, as would be the case in actual practice.

As now arranged the cars would be sent over a course of about sixty-five miles each day, and in order to comply with the demand and suggestions of merchants who either use or are considering the use of motor vehicles, it is proposed to make the delivery class of vehicles, that is those designed with a carrying capacity of 1½ tons or less, make about one hundred stops in the course of each day's run.

In actual daily work of department stores this number of stops is all in a day's work and there is no reason why any commercial motor vehicle designed for ordinary service should not do the same.

Thomas Patrol Wagon for Lowell

Manager C. S. Henshaw, of the Boston, Mass., branch of the Thomas Company, landed the contract to place a motor patrol wagon in Lowell, Mass., to supersede the horse-drawn vehicle. The bid of the Thomas Company was higher than others, but the general equipment was taken into consideration and the securing of the contract was based upon that, and the speed.

Motor Truck to Deliver Chicago Mail

Chicago will be supplied with motor trucks to transport its mail about the city and suburbs in the near future as Postmaster-General Frank H. Hitchcock has recommended that when the next contract for mail delivery in the western metropolis is let the old horse-

drawn wagon service be superseded by modern motor driven vehicle. The postmaster-general believes in and favors the pneumatic tube method of delivering mail to and from the main post office and the numerous substations about Chicago, but recognizes that fact that it will be some time, probably several years, before this method of transportation can be put into force.

He thinks that horse-drawn vehicles are too slow and is therefore in favor of employing motor trucks. On a recent visit to Chicago Mr. Hitchcock made a careful investigation of the mail delivery system, personally looking into the details of the pneumatic tube situation and the horse-drawn vehicle system.

"Chicago is to have motor trucks, something on the order of those used in carrying mail in Paris," Mr. Hitchcock told friends who accompanied him on the trip. "I have decided that the contract for horse-drawn vehicles, which will expire early in the winter, will not be renewed. I am afraid the subway method would be too expensive at this time."

Westville's New Acquisition

An automobile fire engine has been placed in commission in Westville, Conn., by the Westville Hose, Hook and Ladder Company. The apparatus was built by the Webb Motor Fire Apparatus Company, of St. Louis, Mo., and contains a 40 hp. gasoline engine which provides the motive power and also drives a force pump for throwing water.

Want Municipal Garage

An ordinance has been introduced in the Indianapolis, Ind., City Council providing for the appointment of a city mechanic and the creation of a municipal garage. The measure also prohibits the use of municipal cars for other than city business and provides cars must be marked "City of Indianapolis." A fine of not more than \$100 is provided for violations.

Remarkable Performance by Truck

What is regarded as the record for long distance freight hauling by a commercial truck was completed a few days ago at Boston, Mass., when three tons of household goods, valued at \$5,000, were hauled over the road from Boston to Bristol, Me. The owner of

the furniture did not want to send the goods by freight, fearing some of the articles would be damaged in handling, so he visited some of the furniture movers until he found a firm willing to tackle the job. The furniture was packed on the commercial truck and started on its way, reaching Newburyport, a distance of about 40 miles, the first day. Portland was reached the second day, a detour having to be made because of a bridge, so the mileage then was 122 miles. From there to Bristol poor roads were encountered, but the truck managed to roll along, averaging about 10 miles an hour for the remainder of the distance, about 100 miles. The goods were delivered and the truck came back in good time, having covered more than 400 miles. It was a Frayer-Miller, one of several operated by Warner & Company, of Boston.

New Minnesota Agency

P. J. Downes and Company, of Minneapolis, has secured the agency for the Gleason line of commercial cars in the Minnesota territory. The line comprises several models, which are said to be especially adapted for use in delivering light merchandise.

Electric Book Delivery Wagons

The New York Public Library, through G. L. Rives, chairman of the Executive Committee, have applied to the New York Board of Estimates and Apportionment for permission to purchase two electric book delivery wagons at a cost of \$5,300 and an automobile to cost \$4,000, with an allowance of \$1,300 for the latter's maintenance.

Hitherto the New York Public Library delivered its books to the 41 branch buildings and 659 traveling stations, extending from Tottenville, Staten Island, to Kings bridge, by horses and trucks at a cost of \$3,500 per annum.

The trustees figured that the horse-truck system cost them about \$35,000 for a ten-year contract, while by substituting motor vehicle they can do the same work in quicker time and at an estimated saving of \$15,300 for the same period. This saving is helped by the fact that the electric plant installed in the new building at Bryant Park, maintained out of the private funds of the New York Public Library, is of such a character as will provide current for the trucks.

INDUSTRIAL AND TRADE NEWS

NEW YORK

New York

Following Judge Hugh's decision in the cases against the Ford Motor Company and the Panhard and Levassor Company, another series of suits for injunctions, damages and profits, for infringements of the Selden patent has been started and service has been made on sixteen companies in the Southern District of New York, and one in the district of New Jersey, by Betts, Sheffield and Betts. Answers to these services must be made on or before October 3.

The defendant companies and the cars they handle are as follows:

S. P. O. Automobile Company (S. P. O.), Itala Import Company (Itala), Albert C. Otto (Saurer trucks), Fiat Automobile Company (Fiat), C. V. G. Import Company (C. G. V.), Delahaye Import Company (Delahaye), Zust Motor Company (Zust), Benz Auto Import Company (Benz), Hotchkiss Import Co. (Hotchkiss), Daimler Import Co. (Mercedes), Henry Ducasse & Co. (Darracq), Renault-Freres Selling Branch (Renault), Saurer Motor Trucks (Saurer trucks), Albert C. Travis (Mercedes), Healey & Company (Mercedes), Fiat Company of Poughkeepsie (American Fiat), A. T. Demarest & Co. (English Daimler), J. M. Quinby & Co., Newark, N. J. (Isotta).

During the week the following were elected to membership in the Society of American Engineers:

Emil W. Acker, Liggett Spring & Axle Company, Cleveland, Ohio; J. Bijur, Electrical Engineer, 75 Fulton Street, New York City; Oliver A. Bickel, L. J. Bergdoll Motor Company, Reading, Pa.; Edward F. Bunker, The Perfection Spring Company, Cleveland, Ohio; Norton T. Brotherton, Detroit, Mich.; Herbert A. Croxton, The Croxton-Keeton Motor Company, Massillon, Ohio; Chas. Clark Cross, Chalmers Motor Company, Detroit, Mich.; Arthur H. Denison, Sizer Forge Company, Cleveland, Ohio; Fred J. Fisher, Fisher Body Company, Detroit, Mich.; Archer C. Gibbons, International Acheson Graphite Company, Niagara Falls, N. Y.; C. M. Hall, C. M. Hall Lamp Company, Detroit, Mich.; Milton B. Kolb, care D. Lazarnick, Detroit, Mich.; Winfield S. Kendrick, General Electric Company, Schenectady, N. Y.; Warren P. Loudon, General Electric Company, West Yynn, Mass.; Robert McA. Lloyd, General Vehicle Company, Long Island City, N. Y.; Walter Manning Ladd, Pierce-Arrow Motor Car Company, Buffalo, N. Y.; B. R. Madden, Kirkham Motor Manufacturing Company, Bath, N. Y.; Howard

Marmon, Nordyke & Marmon Company, Indianapolis, Ind.; E. T. Musson, Canada Cycle & Motor Company, Weston, Ontario, Canada; Roger M. Newbold, Adams & Westlake Company, Chicago, Ill.; A. J. Rosenbaum, St. Louis Car Company, St. Louis, Mo.; David Reid, Motor & Manufacturing Works Company, Geneva, N. Y.; L. A. Shepard, Titan Steel Casting Company, Newark, N. J.; Enrieque, Toucoda, Professor of Metallurgy, Albany, N. Y.; G. D. Warrinor, Packard Motor Car Company, Detroit, Mich.; Charles B. Wilson, Ferro Machine & Foundry Company, Cleveland, Ohio; W. C. Wenk, Supt., H. A. Moyer, Syracuse, N. Y.; Jessey Gurney Vincent, Burroughs Adding Machine Company, Detroit, Mich.

E. P. Nussbaum has resigned as general manager of the Jones Speedometer.

The Studebaker Brothers Company, of New York, will move into new quarters in the Randall Building, at 136 to 146 West 52nd Street, near Seventh Avenue, in the near future. The company recently leased for a term of 14 years the building it had occupied since 1903 at 48th Street and Broadway and it is said the structure will be converted into a hotel. In the Randall building the company takes the store and basement and the four first lofts, about 100,000 square feet of space. The new show-rooms will have a frontage of 150 feet and a depth of 100 feet.

One of the basic economics effected by the Maxwell-Briscoe Motor Company incidental to their recent expenditure of \$165,000 for new machinery and equipment has been a marked reduction in cost and a great increase in the production of their foundries at the Tarrytown, N. Y., plant. This has been accomplished by the adoption of a new method of pattern making, the invention of Hugh McPhee, superintendent of the Maxwell foundry. The method has been thoroughly tried out and is a permanent department in the Maxwell factory. In fact, a new building for the making of aluminum castings which is being added to the bronze and brass foundry, is especially equipped with features adapting it to the new system.

In preparing patterns to be used in moulding machines it was noted that many patterns were not adaptable to ordinary match plate work, because of a lug, boss or any other pro-

jection being off center, thus preventing a straight parting line.

This entailed a considerable amount of bench work on the patterns, from which thousands of castings are required, or else the adoption of some way of mounting them other than those which have heretofore been tried.

By the McPhee system, patterns with an uneven parting line are as easily mounted as are those with a straight parting line on plates for use in a vibrator machine or for bench moulding, and at much smaller cost than any other method.

A master pattern of the required casting is first made in wood. From this enough white metal pattern castings are made to fill the flask. After finishing the white metal master patterns, the services of the pattern makers are dispensed with, all the rest of the work in making the plate being done in the foundry.

A perfect mould of these patterns, both nowel and cope, is then rammed up and after taking the flask apart, and drawing the patterns, metal is poured into each impression separately, until it is filled flush with the parting line, a small ladle being used for the purpose. This is done in each half of the mould which has been left apart since drawing the master patterns.

Iron frames, which take the place of the plates on which patterns are generally mounted for the machine moulding are then placed on each half of the flask, and a composition poured into them until they are solid. These frames are made to fit the flasks perfectly. The composition with which they are filled is held in place with the head around the inside of the frame. Cross bars act as a reinforcement and stiffen the entire plate.

These plates may be used equally as well as the machine, or on the bench, but in either case, the flasks must be perfectly interchangeable in every way with the pins on the plate.

Another example of economic equipment in the Maxwell foundry is the use of three Rockwell rotary furnaces and one M. R. V. furnace, the latter being an English product which burns coke. For temperature regulation as well as reduced fuel consumption, this furnace has proven superior to all others which the company has used.

A novel and useful accessory is being put upon the market by the Rear End Buffer

Company of 1777 Broadway. This is a protection for the rear of an automobile against collisions. Damage to the rear of a car, puncturing of the gasoline tank, smashing of the tail lamps, breaking and bending of the mud guards, and the carelessness of others is insured against by the rear end buffer. The device is adaptable to all automobiles, especially limousines, large touring cars, taxicabs and other cars with gasoline tanks attached under and at the rear of the frame.

The Polack Tyre Company has been incorporated under the laws of Maine, and will manufacture the Polack tires in the plant of the Pennsylvania Rubber Company at Jeanette, Pa. The tires will be made under the same processes and with the same method that they have been manufactured heretofore in Germany. The principal offices of the Polack Tyre Company will be located at 1741 Broadway, and it will use the branches of the Pennsylvania Rubber Company in Pittsburg, Chicago, Detroit, San Francisco and Los Angeles as distributing centers. The officers of the company are: Herbert Dupuy, president; A. Hauschild, vice-president and general manager; H. W. Dupuy, treasurer, and A. G. Lewis, secretary. The directors besides these include: F. Poppe, Max Polack and C. M. Dupuy.

The following companies have been elected to membership in the Motor and Accessory Manufacturers' Association: Edison Storage Battery Company, West Orange, N. J.; The McCue Company, Hartford, Conn.; The Pfanstiehl Electrical Laboratory, North Chicago, Ill.

Extremely novel methods have been adopted by the Maxwell-Briscoe Motor Company in reclaiming for factory expansion a large tract, now under water, lying between the company's two plants at Tarrytown and Kingsland Point, N. Y. The entire area in process of reclamation is known as Kingsland Cove, an unnavigable body of water from which river craft is protected by the well-known Kingsland Light. In all, the Cove covers over 20 acres.

What will eventually become the permanent bulwark along the Hudson is now only a chain of old barges stretching endwise across the inlet of the cove. These barges are firmly anchored to huge piles driven well into the river

bottom and when the space between the barges and the shore has been filled in, the barges will form a sturdy bulkhead. Twenty-one of these barges have already been used and twenty-seven have been purchased to complete the work.

While reclamation is going on, the erection of new factory buildings and additions to present one also is in progress under a general plan that will provide more than 80,000 square feet

three stories in height, 50x150 feet, surmounting Kingsland Knoll; motor testing shop, 50x125 feet, with a 50,000 gallon gasoline tank adjoining, set upon a concrete cradle; parts and repair department, 50x200 feet, of saw-tooth roof construction and modern apparatus, for ventilating, lighting and heating; aluminum foundry, two stories in height, 60x75 feet, adjoining the present bronze and brass foundry; woodworking shop, 75x75 feet, of saw-



HOW MAXWELL-BRISCOE CO. IS RECLAIMING KINGSLAND COVE

of floor space and still leave a large tract for future plant expansion. At the same time, the company has spent more than \$165,000 in new machinery and equipment of the most modern design.

That there has been considerable space pressure at these plants is shown by seven new buildings now in course of construction. Incidental to the general plan of enlargement, which has been necessitated by the growth of Maxwell business, the company has begun work on the following buildings:

Experimental and engineering department building, three stories, 50x175, of brick construction, equipped with the latest and most approved machinery; administrative building,

tooth design and new receiving and shipping sheds which will accommodate twenty freight cars on one siding and twelve on another.

Binghamton

The New York Sales Company, which handled the Rambler, Cole and K-r-i-t cars last year, has signed a contract with the Hudson Motor Car Company to handle its cars in this territory and in three counties in Pennsylvania.

Albert A. Landman, formerly sales manager for the Chenango Motor Sales Company, which handled the Hudson and Overland cars in this territory last year, is now connected

with the Hudson Motor Car Company and has Pennsylvania and Central New York as his territory.

Syracuse

C. Arthur Benjamin has secured the local agency for the Hudson line and will handle it in connection with the Packard and E-M-F.

MICHIGAN

Detroit

The annual automobile show of the Detroit Automobile Dealers Association will be held in the Wayne Pavilion during the week of January 15-21, 1911. The board of directors consists of George Lane, George Grant, R. K. Davis and J. A. Brady.

The Hudson Motor Car Company has increased its capital from \$100,000 to \$1,000,000. Those in close touch with automobile affairs have been looking for the announcement for some time, since it was known that the Hudson had accumulated a large surplus, which now has been put into a stock dividend. The reason it was not done sooner is because the officers of the company have been so engrossed with the completion of the new \$500,000 factory and bringing out the 1911 Hudsons that they found no time for anything else.

The growth of the Hudson Company has been one of the trade sensations of the city. Established and conducted on conservative and sound lines it made a first season's record last year by shipping 4,200 cars. Contracts at hand call for 10,000 Hudsons for 1911. The company represents the real romance of the motor car industry, its members having clung together for years working side by side in the Olds, the Thomas-Detroit and the Chalmers-Detroit factories. Now they have a company of their own.

The new Hudson factory on Jefferson avenue in which work on the 1911 Hudsons already is in progress is regarded as a monument to the genius of Howard E. Coffin, vice-president of the company, and by many regarded as the most skillful designer and builder of motor cars in the country. Mr. Cuffin's latest creation is due to make its appearance this week and it is awaited with much interest.

Ralph Owen, general manager of the Owen Motor Car Company, took a 2,500-mile trip through the East on business and to test the road qualities of the Owen car. He found on the return from Boston to Cleveland that it works like a charm, as he did the distance on high gear in spite of hills and some bad roads. Mr. Owen found business very satisfactory in Buffalo, Syracuse, Albany, Boston and New York.

C. J. Webster, a banker and automobile enthusiast, of Oklahoma City, has organized a company to handle the car in that state. F. J. Long, of Atlanta, Ga., has secured the Owen territory for the Carolinas, Florida, Mississippi, Tennessee and Alabama. Charles Miller & Brother have the Owen at Washington, D. C., and will be located on Fourteenth Street in the heart of the capital city's automobile row.

Other agencies have recently been placed with J. P. Burrus, of McKinney, Texas; John Askard & Sons, of Colby, Kan.; O. J. Merrill, of Edgar, Neb.; Bert Gilhousen, of Los Angeles.

Sales Manager E. C. Morse closed a contract by cable with N. A. Neeley, of Christ Church, New Zealand, for a big shipment of Hudsons, and another foreign order of interest was received from L. Taylor, of the firm of Craven, Taylor & Company, of Sydney, Australia. Mr. Taylor visited the Hudson factory in person and contracted for as many cars as dealers in leading cities in this country take. Mr. Taylor finds fault with roads in this country, saying they are no better than those in his own in spite of the difference in the position of the two nations. This is his eighth trip to the states and he says the improvement in roads he has expected each time has not materialized.

The Lion Motor Sales Company has closed with F. Van Voorst & Company to handle the cars in Chicago, that firm having taken 150 of the various models.

R. K. Davis, manager of the United Motor Company, in Michigan, returned from a three days' trip in the western part of the state, during which he placed orders for 195 Maxwell and Columbia cars. Shipment of the 1911 models will start in a short time.

On Monday the new garage at 463 and 465 Woodward Avenue was opened. It is occupied by Thomas C. Harris, Michigan distributor for the K-R-I-T cars; the Craig Automobile Company, distributors for the Abbott-Detroit, and the Montgomery Motor Sales Company, which handles the American car.

The Detroit Garage Company has been organized with a capital of \$750,000. Tyron W. Gorman, one of the incorporators, says the concern will operate a number of garages in the city, and that the formal organization of the company will be effected in a week or two.

Harvey Stewart, a former Detroit man and now identified with the Regal branch at Kansas City, has been visiting in Detroit and looking over the Regal factory and its 1911 lines.

The Horton Autoette Manufacturing Company has incorporated with \$100,000 stock and these officers: President, A. J. Potter; vice-president, Allen H. Horton; treasurer, J. J. Chapin; secretary, H. B. Schantz. The company probably will locate in Detroit, and will manufacture a cross between an automobile and a motor cycle.

The Automobile Equipment Company is having the building at 225 Jefferson Avenue remodeled, and will occupy four stories and basement in handling the distribution of the United Manufacturers' goods for Michigan.

The Oliver Motor Car Company has secured the building of the National Cutlery Company in Detroit, Mich., and it is expected that between 300 and 500 commercial vehicles will be made during the year. The energies of the company have been concentrated in a delivery wagon of 1,200 pounds capacity. The motor is two cylinder opposed, 5 by 5, and a feature is the fact that the power plant is removable by taking out a few bolts. Louis W. Schimmel, of the Tivoli Brewing Company, is president, and the men in the company are wealthy Germans and Belgians.

The new plant of the Cass Motor Truck Company will be completed in a few days at Port Huron, Mich., and the cars soon will be coming through. The Cass truck is one-ton

capacity with a provision for 50 per cent. overload. Sliding gear transmission is used, the cone clutch and other features. The motor is four cylinders and eliminates the vibration found in so many trucks. General Manager Mathewson, formerly with the Randolph plant, now a part of the General Motors, is a pioneer in the motor truck business.

The Sibley Motor Car Company has moved into its new plant at Solvey and Mackel streets and will make its first delivery in October. The 1911 product will be a \$900 runabout of 30 hp.

William E. Lore, for two years manager of the Charles E. Miller branch here, has formed the Acme Sales Company and will handle the Plankard carburetor, Velvet springs, Double Fabric tire protectors and the Michigan Wheel Company's products.

Norton C. Brotherton, formerly of the Olds Motor Works, has designed and built a 50 hp. palace touring car with 42 inch wheels and Renault design radiator to sell at \$3,500. He is trying to form a company here.

Harold C. Trump, of the defunct advertising firm of Slocum & Trump, has been appointed advertising manager of the Van Dyke Motor Car Company, and George Slocum is general manager of the Maytag Mason Company, of Waterloo, Iowa.

By this time the War Department at Washington has received a report on the service done by the two Cadillac cars in the maneuvers at Peoria, Ill. These cars were built for the Northwestern Military Academy, and one of the first stunts assigned them was the Glidden tour. Since then they have done a lot of hard work and at the Illinois state encampment they were assigned tasks which would not have been accomplished otherwise. Major R. P. Davidson, commandant of the academy, writes to the Cadillac company to the effect that the cars are absolute marvels, grief being unknown to them—or their occupants.

Seneca G. Lewis, general manager and John J. Moriarty, superintendent of the Pennsylvania Rubber Company, at Jeanette, Pa.,

were in the city last week looking after the companies that are using their tires. The Regal use Pennsylvania tires exclusively, and now they are optional with buyers of Hudson and other prominent cars. Since Mr. Lewis went with the company there has been a decided turn in the business. George Gobel, the Detroit manager, has done nicely since the branch was installed.

At the recent Toronto exposition General Baden-Powell selected from the 3,000 boy scouts encamped there the Peterborough, Ont., patrol, and the lucky bays were tendered an ovation. Climbing into a couple of E-M-F cars the boys were taken around the big enclosure and cheered by the people.

The Warren-Detroit Garage and Sales Company will handle the Warren car in Michigan and will occupy new salesrooms on automobile row, Woodward Avenue. It will have three demonstrating crews and is establishing agencies in the state, one of which has contracted for 75 cars.

The Regal line will be handled in Missouri by the Grand Motor Car Company, of which R. W. Anslem is the head. Mr. Anslem says the trade outlook is good in the West, and in his State 60 per cent. of the cars are going to the farmers, who have learned their value.

The annual automobile show of the Detroit Automobile Dealers' Association will be held at the Wayne Gardens, January 15 to 21. It is planned to spend \$10,000 for decorations. The manager for the show has not been selected, the matter being in the hands of the board, composed of George Lane, George Grant, R. K. Davis and J. H. Brady.

The Regal Motor Car Company is inaugurating an extended foreign business through R. M. Lockwood, the New York manager. Many shipments have been made to South America, the West Indies, Europe, Africa and even the Asiatic countries and islands.

Through the Taylor Motor Distributing Company, of New York, the Warren-Detroit car has been entered in the Vanderbilt races, competing for the Massapequa cup. "Scoot" Miller will drive the car. The Taylor company handles the Warren-Detroit at its new

salesroom in Gotham and at present a number of its traveling exhibits are visiting the eastern fairs.

Cecil Hamlin Taylor, of the engineering staff of the Hudson Motor Car Company, recently drove a Hudson toy tonneau with his wife and two other passengers from Muskegon to Detroit, 216 miles, in 6 hours and 43 minutes. A steady pace of 35 miles an hour was kept up in spite of some bad roads.

A novel test will be held in Denver on October 15 and 16. It will be a Chalmers' owners' consistency run. J. H. McDuffee, president of the Denver company, which handles the Chalmers, is giving a silver cup to the winner. Thirty entries have been received, and many of the cars will be driven by ladies.

The Hudson car driven by Meredith won every event excepting one at the recent race meet at Fort Dodge, Ia. Meredith first drove 100 miles from Mason City and got there just in time. He won the 15-mile race on a slow half-mile track in 22:37, and later he won the slow race, holding the Hudson down to a mile in 12:50.

The sales department of the Marquette Motor Works, manufacturers of the Rainier, will be moved from New York to Saginaw. A. J. Rousseau, of Chicago, will be put in charge.

The Oakland Sales Company, of Detroit, has heard of more victories. At Seattle an Oakland "30" broke the mile track record for cars costing under \$1,500 by doing the distance in 1:06 2-5. In the four days' reliability run at Buffalo, an Oakland "40" won first prize. Howard Bauer, of Buffalo, was at the wheel and this makes 15 victories for him this year.

The motor car which will carry the "flying squadron" of the Detroit police department is an Oldsmobile, known as the Autocrat. The car will be ready this month.

R. E. Fair is taking a trip through New York, Pennsylvania and Ohio in the interests of the Lion Motor Sales Company.

Kenneth Crittenden, vice-president of the K-R-I-T Motor Car Company and designer of the little roadster, won a prize in the Washington hill climb in the roadster class.

Flint

Charles W. Nash, of this city, assumed charge of the Buick Motor Company plant as general manager, on September 19. The change is a part of the readjustment of the affairs of the company and the appointment is at the instance of W. C. Durant, who has too much on his hands to devote his time to a particular factory in the General Motors Company chain. Mr. Durant tried to prevail upon Mr. Nash to accept the position six months ago, but Mr. Nash had made arrangements for a trip abroad and would not consent to take it until his return. It is understood that Mr. Nash will have full charge of the Buick business in all of its branches and will devote all his time to it. Mr. Nash is well-known in industrial circles, having been for a number of years general superintendent of the Durant-Dort Carriage Company, of which he is vice-president.

The Buick Company now is behind in its orders and is turning out cars at the rate of about 65 a day. The shipments for the six working days of last week amounted to an even 400 and the payroll now shows 2,393 men at work. This number will be greatly increased.

Lansing

It is rumored that the Vanderbilt Cup race which takes place on Long Island, October 1, will see the re-entry of the Oldsmobile in the racing game. Although no confirmation of this report is to be had from the factory, it is said that at least one, and possibly two cars will be entered, and that these will be selected from stock cars now being built in the factories at Lansing.

The Olds Motor Works has not sanctioned the entry of any car in either road or track event since the Vanderbilt race in 1906.

WISCONSIN

Milwaukee

The Supreme Court of Wisconsin heard arguments late last week on a motion of the defendants in the \$500,000 conspiracy suit brought by the Velie Motor Vehicle Company

for a writ of prohibition to prevent Judge W. J. Turner, of the Circuit Court for Milwaukee County, from assuming jurisdiction in the matter. The case was taken under advisement. Judge Turner recently dismissed the cases against 20 of the defendants by stipulation, holding four, of which number one was subsequently released. The remaining defendants are: Pope Manufacturing Company, Chalmers Motor Company and the Locomobile Company. These defendants ask for a writ of prohibition, claiming that as service was made upon the Wisconsin sales representatives of these concerns, the foreign concerns have not received legal service of the complaint. The twenty-fifth defendant, the Kopmeier Motor Car Company, of Milwaukee, a retail selling agency, is not concerned in the demand for the writ of prohibition. The Kopmeier Company's demurrer was recently upheld, halting proceedings temporarily.

Judge A. L. Sanborn, of the United States District Court, sitting in the eastern district of Wisconsin, in place of Judge J. V. Quarles, has denied the motion of the Garage Equipment Manufacturing Company, Grant F. Discher and Diana Discher, of Milwaukee, to dissolve the temporary injunction granted on June 21, 1910, to the Parsons Non-Skid Company, restraining the defendants from producing a device known as a "Superior Grip" for motor car tires. The Parsons Company contends that the "Superior Grip" is an infringement upon its "Victor Grip" non-skid device. In giving his decision, Judge Sanborn related that the tire-grip, or non-skid idea, originated by accident with a Dr. Lowrey, of Neola, Iowa, as far back as 1895. Dr. Lowrey's bicycle skidded on a wet pavement, throwing him and breaking three ribs. He devised a rope arrangement for the tires of his bicycle, from which has developed the non-skid chain device for motor cars.

Frank J. Edwards, manager of the Kisselkar Company, Milwaukee, was chosen chairman of the committee on permanent organization of the new Wisconsin Retail Motor Car Dealers' Association, which effected a temporary organization in Milwaukee last week. The other members of the committee are: L. F. Schoelkopf, Milwaukee; S. C. Foster, Beloit; E. J. Foster, Waukesha; George Rall, Galesville; A. Zwiebel, Jr., Budlington; C. P. Parker, Chip-

pewa Falls; George W. Davis, Grand Rapids; P. B. Haber, Fond du Lac; Otto E. Scherer, Palmyra; Arthur Gardiner, Kenosha; C. H. Holway, La Crosse; Frank Gordon, Darlington; O. R. Hughes, Marshfield; J. C. Crain, Oshkosh; Thomas H. Jacobs, Wausau; W. H. St. John, Green Bay, and A. R. Hall, Manitowoc. Rudolf Hokanson, of Madison, is temporary chairman and M. C. Moore, of Milwaukee, secretary pro tem. It is expected that more than 400 dealers will be induced to join the association by the time of the permanent organization meeting, the date for which has not been decided upon.

The Automobile and Carriage Workers' Union of Milwaukee, Wis., has demanded that it be permitted to withdraw from the Federated Trades Council in Milwaukee, Wis. No reason is given. The federation will take up the matter with the national federation before taking action.

The Corliss Motor Company, organized about a year ago with a capital of \$1,000,000 by Milwaukee and Eastern capitalists, has abandoned the project of building a large plant at Corliss, Wis., to manufacture a six-cylinder car invented and designed by Owen Thomas, of Janesville, Wis., formerly of Chicago. Efforts to obtain the Selden rights failed, making it impossible to proceed. The Corliss concern was closely allied with the Wisconsin Engine Company, of Corliss, one of the largest engine manufacturing concerns in the West. This company recently erected several additions which were to be devoted to the motor car industry. It is understood that the Wisconsin Engine Company will proceed to build motors for the trade.

Racine

Work is being rushed on the new plant of the Kelly-Racine Rubber Company, and the company will be ready for manufacturing about October 20.

The J. I. Case Threshing Machine Company, distributors of the Case car, manufactured by the Pierce Motor Company of Racine, will start a racing campaign at once. Lewis Strang, who drove the Case, formerly the Pierce-Racine, in numerous reliability tours this season, will manage the racing team of

three, the other two members to be selected as soon as possible. The Case Company is also building several aeroplanes under the direction of Strang.

The National Gas and Gasolene Engine Trades Association will hold its annual convention in Dania Hall, Racine, December 12, 13, 14 and 15. An exhibition will be held at the same time. The program will be prepared by H. W. Bolems, of Point Washington, Wis., and H. W. Jones, of Chicago, Ill.

OHIO

Toledo

A large number of Toledo automobile dealers had cars on exhibition at the Lucas County Fair last week. There was a larger attendance from out of the city than at any previous fair and the automobiles seemed to be one of the chief centers of attractions.

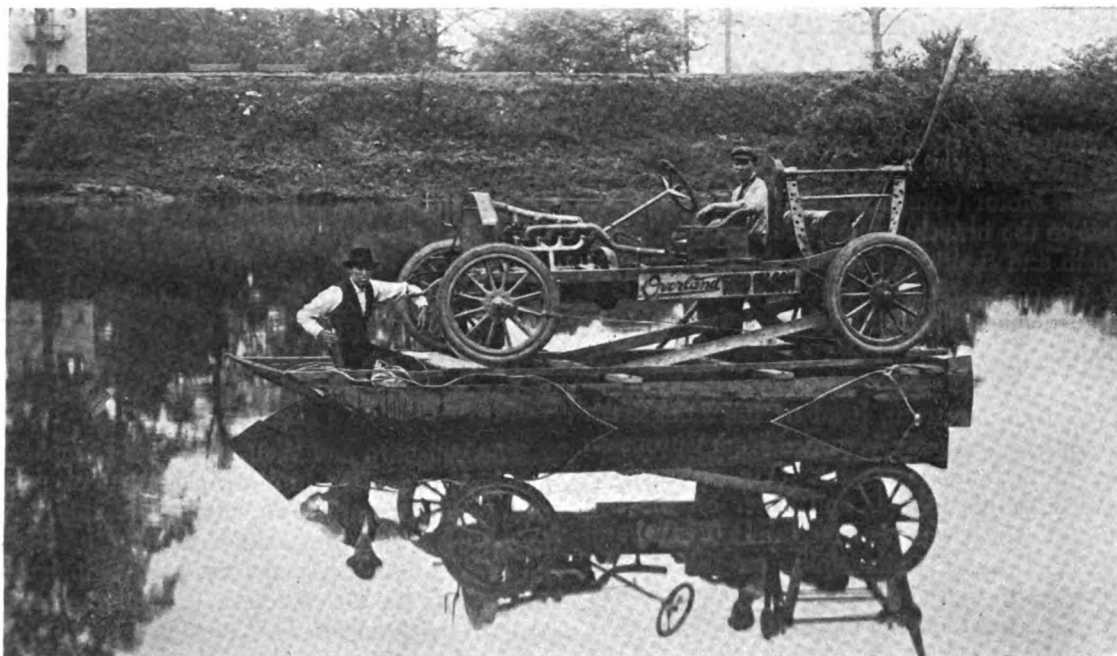
A. A. Atwood, of the Atwood Automobile Company; C. Z. Kroh, of the C. Z. Kroh Manufacturing Company, top builders, and John N. Mockett drove a new Marman "40" touring car over from the Marmon factory at Indianapolis. The journey was made by way of Dayton, where they visited the Stoddard-Dayton factory, which Mr. Atwood represents in connection with the Marmon.

Overland trucks are being used by the United States military authorities in the joint manoeuvres between the regular troops and the Indiana National Guard near Fort Benjamin Harrison, Indianapolis, to carry ammunition to the troops in the field during the "battles." A report on the way the trucks serve the purpose to which they are put will be made to the War Department.

The first of the Buick \$600 runabouts arrived in Toledo this week and has been kept busy making demonstrations. The car came as a surprise to most of the people in this territory, as very few knew that the Buick Company was going to put out a car for 1911 at so low a price. A number of the Buick sub-dealers have been in to look at the machine and have contracted for allotments for the coming season. Many of them assert that it is just the kind of a machine they have been looking for to sell to business and professional men in the smaller towns.

E. P. Ross, district representative of the Velie Automobile Company, was in Toledo for the purpose of locating an agency on the Velie car. The machine was handled last year by the Norris-Toledo Motor Sales Company, which firm quit business about a month ago. No agency has been established, but one or two of the dealers are figuring with Mr. Ross.

The United Garage has closed a contract to represent the Knox car in northwestern Ohio. The Knox was handled here last year by the Kirk Brothers Company, Thomas dealers. The United Company will appoint a few sub-agents in the best towns in the territory and they figure to put out 25 machines. The firm also intends to take another car.



"THE OVERLAND WIND WAGON CATAMORAN"

Will H. Brown, vice-president of the Willys-Overland Company, of Toledo, O., has been experimenting with a wind wagon for some time and has obtained interesting results. Placing a wooden propeller in the rear of an Overland test car and connecting it with the power plant, some wonderful bursts of speed have been obtained. Placing the wagon on a small float and attaching the rudder to the steering wheel by wires, Brown has found that he can take a unique "joy ride." But it is impossible to use the full force of the motor. When the propeller was making about 600 revolutions a minute, it forced the float upstream at such a speed that the wooden barge was driven under water and it seemed as though the car was running over the waves. The "Overland Wind Wagon Catamoran" has beaten every launch on the White River at Indianapolis, Ind., where the experiments were conducted.

J. W. Rice, representing the Collister & Sayle Company, of Cleveland, was in Toledo during the week. Mr. Rice handles a line of sundries and called on the accessory trade here.

Dayton

Emerick and Scherer have taken the agency of the Rambler-30 here and on October 1 will open their new garage at 34 East Fourth Street.

Hugh Chalmers, former Dayton man and president of the Chalmers-Detroit Motor Car Company of Detroit, has been visiting his agency here. The Ooley Motor Car Company, this week.

The Peoples Motor Car Company, of this city, has gone into the hands of a receiver. Mills Matthews has been named receiver by the court.

Akron

The Diamond Rubber Company of this city has opened a branch in Paris, France, and hereafter will furnish Diamond tires to the French trade from its Paris house. Keith L. Goode, an American who has lived in Paris for the last 15 years, is in charge of the branch. His brother is manager of the Packard branch in Paris.

PENNSYLVANIA**Philadelphia**

William F. Smith, supervisor for the eastern and southern territory for the United States Motor Company, has returned from a visit to the branch houses and agencies in the South and Southwest selling the cars handled by the company. He reports that there is a large demand from all quarters for all 1911 models.

W. C. Longstreth, head of the Longstreth Motor Car Company, returned from Europe on the Mauretania last week. He was accompanied by his mother and sister on the trip abroad, which was his first vacation in several years. Leaving Philadelphia on July 5, Mr. Longstreth toured through England, France and Germany. Referring to the foreign automobile industry, he said on his return: "After going through several of the larger European factories I failed to note any material improvements in construction which are not also to be found in American-built machines of today. So far as chassis are concerned, at least, our cars are quite as good as any in the world. The Frenchmen have a trifle the best of us, perhaps, in designing fancy bodies. I was surprised to know that American-made automobiles are in such general use in other countries. Why, there are a lot more of our cars over there than there are foreign machines in this country."

J. A. Taylor has left the local branch of the Fisk Rubber company to engage in a private business enterprise.

Sales Manager B. H. Kirkbride, of the Reo Automobile Company, has returned after a business trip of several weeks through the territory of the local company. He closed negotiations with sub-agencies for 300 cars.

The Central Automobile Supply Company has removed to 520 North Broad Street. It is declared by the Stehle Brothers, who comprise the firm, that increased business and the need for larger sales and stock rooms necessitated the move. The company maintains a separate establishment at 1306 Callowhill Street for tire repair work.

A new car to Philadelphia, the S. V. G., manufactured in Reading, Pa., by the Acme Motor Car Company, arrived in this city last week. The car will be handled locally by the Girard Motor Company, a new organization with temporary offices in the Real Estate Trust Building. F. H. Hill, of Wilmington, is manager and Charles A. Oxley is sales manager.

The General Motor Sales Company, of this city, has secured this territory for the Rauch & Lang electric, manufactured by the Rauch & Lang Carriage Company, of Cleveland, O.

The Dillsburg and Wellsville Auto Company has been organized in York County, Pa., and will begin operating an automobile line between those two towns on November 1. The directors of the company are T. J. Seiple, R. L. Nesbit, E. W. Shapley, J. Mulligan, Dr. S. C. Hetrick and R. D. Klinedinst.

Reading

The Berks Auto & Garage Company, of Reading, received six carloads of Maxwells and Overlands of the 1911 model this week for delivery to buyers. The company has a number of orders on hand and is doing a good business.

The plant of the Reading Metal Body Manufacturing Company, which has been purchased by the Garford Company, of Elyria, Ohio, is being moved to that place, and about 100 of the 150 men employed in the plant will also move with their families and settle in the Ohio town. Several carloads of machinery are now in transit and the entire plant will be moved before the last of the month.

The company has been making automobiles for the Chadwick Company, of Pottstown, principally, and for other concerns in the East. The officers of the company were: President, James C. Rober; treasurer, W. S. Wray, and secretary, Calvin Adam. The Garford Com-

pany is connected with the Studebaker chain of plants and produces a car under the firm's name. Heretofore the bodies were bought, but by the purchase of the Reading plant, which was located at Fleetwood, a few miles out of the city, there will be a considerable saving to the firm.

Pittsburg

A. M. Brown, for some time connected with the sales department of the Hiland Automobile Company, of this city, handlers of the Peerless line, has gone to Los Angeles, Cal., where he will take the management of the business of H. O. Harrison.

INDIANA

Indianapolis

Carl Wellerich, formerly with the Willys-Overland Company in this city and later sales-manager for the Haynes Company at Kokomo, has taken a position as special agent for the Willys-Overland Company with headquarters at Toledo, O.

Thomas J. Dela Hunt has been appointed receiver for the Rider-Lewis Motor Car Company, at Anderson, which is said to have about \$50,000 more assets than liabilities and orders for 1,000 cars of the coming season. Arsemus R. Barkdoll, president of the company, acting for stockholders and principal creditors, brought the receivership proceedings when smaller creditors threatened to press the company for settlement.

John Harvey, a farmer living west of Indianapolis, Ind., has an Overland delivery wagon which he uses in delivering garden truck, butter and poultry to Indianapolis grocers. He finds that he can do the work in about a third of the time formerly required by horse, and at about a quarter the expense.

During the Indiana State Fair, at Indianapolis, Ind., last week, two McFarlan touring cars were used to keep the one-mile dirt race track in condition. One car drew a harrow over the track and the other a drag. The method was found to be more satisfactory and considerably cheaper than the old-fashioned way of having the work done by mules.

B. S. Dean, Calvin Shoemaker and Tillis Hunt have organized the Commercial Car Sales Company in this city and the concern has been incorporated with an authorized capitalization of \$100,000. It will distribute the line manufactured by the Commercial Motor Car Company, which is establishing a factory in this city.

The Holsomb Motor Car Company will handle the Waverley line of electric vehicles, which has been represented several seasons by the Harsy-Willis Company. The former company also handles the Packard.

Notice has been filed with the Indiana Secretary of State that by a decree of the Marion Circuit Court, the Indianapolis Rubber Company has changed its name to the G. and J. Tire Company.

A number of farming implement concerns are now handling automobiles here. The International Harvester Company has the International; the Maytag Company, the Maytag-Mason; the Avery Company the Avery trucks and the J. I. Case Threshing Machine Company the Case.

An ordinance appropriating \$3,600 to buy a gasoline ambulance for the public hospital of Indianapolis, Ind., was vetoed by Mayor Shank, who took the ground that the city could not afford the expense. As the ordinance was passed by a unanimous vote of the city council, it is probable that it will be carried over the mayor's veto.

South Bend

The United States Motor Company of New York, which maintains a branch department in this city, known as the United Motor South Bend Company, has leased a building to be constructed by Freyermuth and Maurer at Washington and Vistula Avenues and St. Joseph Street. The new structure will be of pressed brick and concrete, two stories high and will have a frontage of 130 feet on Vistula Avenue, 100 feet on Washington Avenue and 90 feet on St. Joseph's Avenue. L. D. Murray is manager of the local company and George Holden is treasurer. The territory covered by the company consist of 20 counties in northern Indiana and five counties in southern Michigan.

G. L. Scofield has been made general manager of the Elkhart Motor Car Company to succeed J. T. Knott, who resigned to take up other work in Palestine, Texas.

Muncie

C. E. Easton has severed his connection with the Inter-State Automobile Company.

MASSACHUSETTS

Boston

The latest change in Boston motor circles was the turning over of the Velie from an agency to a branch. The Corlew-Coughlin Company has handled the Velie for two years, or since its first appearance here. Now the makers have opened a branch at 92 Massachusetts Avenue and will make it the New England headquarters. M. H. Luce came on from Chicago to take charge of it. A maintenance department has been secured at 8 Waltham Street.

Harry Fosdick, formerly with the Lancia in New York, has been in Boston for a few days renewing acquaintances after a long vacation in Maine. He said he was not ready to announce his future plans.

Captain Archibald Butt, military aid to President Taft, called on J. W. Maguire last week to arrange for having the Pierce-Arrow limousine body used by the President in winter shipped to Washington from Buffalo.

Quarters have been opened in Boston at 174 Columbus Avenue by the Essex Automobile Company, of Lynn, which has the agency for the Warren Detroit. The salesrooms are in charge of H. M. Doane.

Manager Chase Langmaid and Salesmen Niles and Frohouck, of the Hartford rubber branch, have been attending the annual convention of managers and salesmen at the factory at Hartford.

That America is destined to supply the entire world with motor cars and in a shorter time than many realize is the prediction made by Frederick S. Fish, chairman of the executive board and general counsel of the Studebaker Company, while on a visit to Boston to see the progress being made in aviation

since he watched the foreign flyers a year ago. Mr. Fish was accompanied by Colonel George M. Studebaker, who is spending the summer in Massachusetts. They spent a few days watching the aviators and Mr. Fish admitted that the Studebaker Company was keeping track of the flyers for future use. He was very optimistic on the outcome of the motor industry in this country and prophesied a big season for it. He was enthusiastic over the foreign outlook and said that our machines are now making inroads everywhere. The industry has settled down to a solid basis, he added, and after this season, when some of the smaller companies founded upon paper, have passed away, the makers still left will grow stronger. Then there will be a better chance to attend to the foreign field, which has been neglected to a great extent, according to Mr. Fisk.

MINNESOTA

Minneapolis

Walter D. Rightmire last week joined the Fawkes Auto Company as city salesman and will devote his efforts to the Marmon, American, Reo and Matheson lines. He is well known in Minneapolis automobile circles through his former connections with the Diamond Rubber Company and the Northland Motor Car Company.

F. W. Gerhard, of the Redfield Motor Car Company, Redfield, S. D., visited Minneapolis last week and closed with the MacArthur-Zollars Motor Company for the Everett and Black Crow agencies for the coming year.

Although 24 years old, a prosperous ranch owner and a keen business man, A. H. Henry, of Ola, S. D., until a few weeks ago had never been in a railroad train or an automobile. When he first rode in a railroad train, he was so delighted with it that he wanted to buy a locomotive to ride around his ranch on. This not being feasible, he purchased a Buick from the Pence Automobile Company, of Minneapolis, Minn., and immediately started to drive to his ranch. He was accompanied by an experienced driver, but refused to give up the wheel. At last accounts Henry was having a great deal of pleasure with his car and had succeeded in frightening all the stock on his own and his neighbors' ranches.

George B. Gaylord, formerly assistant to the general manager of the Buick Motor Company at Flint, Mich., will hereafter have charge of the accessories and parts department of the Minneapolis Regal Auto Company. Mr. Gaylord assumed his new duties last week.

The Barclay Auto Company has removed all models of Chalmers State fair show cars to its garage at Hennepin Avenue and Harmon place, and will hold a little exhibit of its own on September 26 and 27. Mr. Barclay, bent on giving a few of those who were unable to secure demonstrations a chance, has decided to inaugurate demonstration days for Monday and Tuesday and the full line of 1911 cars will be used.

The Royal Auto Company has added the Empire "20" to its line and will act as distributor for this make in western Wisconsin, Minnesota and North and South Dakota during the coming year.

HERE AND THERE

St. Louis, Mo.

The Grand Motor Car Company has been organized in St. Louis, Mo., to handle the Regal line of automobiles in Missouri. R. W. Anslem is the head of the new company, which will take over the business of the General Motor Car Company, as far as Regal cars are concerned. The new company has temporary quarters at 743 Bayard Avenue, but will soon move to its own building at Grand and Russell Streets.

Wiley F. West, of Atlanta, Ga., has been appointed manager of the St. Louis branch of the Firestone Tire and Rubber Company.

Newark, N. J.

Louis Wyckoff, formerly agent for the Jackson and Ford in this section, has dropped the Jackson and substituted the Warren-Detroit, which he will handle in the future in connection with the Ford.

Denver, Colo.

So great has been the development of Morgan & Wright's business in the western part of the country that the firm has found it necessary to open a branch store at Denver, Colo. The

branch is located in the Majestic Building, 217 16th Street, and is in charge of James Maginnis, who is one of the best-known salesmen on the Morgan & Wright staff, and Henry Althens, formerly in charge of the automobile tire department of the Fry & McGill Motor Supply Company of Denver.

Washington, D. C.

The United Motor Washington Company unloaded a carload of Maxwell cars last week. All were sold before they reached this city.

Stanley Horner has resigned from the Wilson Company and gone with the Studebaker Washington Company.

Owing to increased business the Luttrell Company, local representatives of the Packard, will remove October 1 from 1317 H Street to Connecticut Avenue and 19th Street.

Norfolk, Va.

Starting on the first leg of its 10,000-mile journey through Dixie, the Regal "Plugger" left Norfolk, Va., on September 15, and arrived in Petersburg in the early evening, making the trip between the two cities over a road a trifle better than a cow patch without mishap. A. L. Riggs, of Atlanta, Ga., is in charge of the car and its driver is Leo Sherard.

Portland, Ore.

The old stage coach which runs between Clatskanie and Clatskanie Junction, Ore., has made its last trip and has been supplanted by a modern White gas car, which is operated by Chris Johnson & Son. The new car will accommodate 16 passengers and is built with top and wind shield so that it may be operated all winter.

Chicago, Ill.

The Stromberg Motor Devices Company has removed its factory and general offices to its new building at 64-68 East 25th Street, Chicago, Ill.

Advertising helps to make the small business big;
the big business bigger, and the biggest business safe.

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Wisconsin Motorists Meet

Good roads, stricter enforcement of the highway sign law and encouragement of safe and sane driving were the important topics discussed at the annual meeting of the Wisconsin State Automobile Association in Milwaukee last week. A. G. Batchelder, chairman of the Executive Committee of the A. A. A., was the principal speaker. Mr. Batchelder pointed out the importance of close association of motorists to gain better laws, and said the greatest need of the day was education of the public. Alfred C. Burrill, of the Milwaukee Public Museum, gave an illustrated lecture on modes of travel, showing that as the mode of travel was improved better highways were demanded. He illustrated the roads of Wisconsin and showed the beautiful scenery of this State as an inducement for highway improvement to attract outsiders. W. O. Hotchkiss, chief of the highway division, Wisconsin Geological and Natural History Survey, gave a practical talk on road building to suit local conditions.

The by-laws were amended to make the time of the annual meeting on the principal day of the annual Milwaukee motor show, with a semi-annual meeting at the point of the over-Sunday stop during the annual Wisconsin reliability tour. It was decided to increase the board of directors from 15 to 25 members. These directors were elected:

M. C. Moore, George A. West, Oscar F. Fishedick, C. W. Norris, James T. Drought, Milwaukee; Mayor A. J. Horlick, Racine; Neal Brown, Wausau; W. K. Coffin, Eau Claire; Faustin Prinz, Milwaukee; James A. Wright, Merrill; H. L. Halverson, White-water; H. E. Gordon, Waupaca; F. W. Kingsbury, Ripon; H. L. Colman, La Crosse; O. A. Eastman, Platteville. The additional directors will be elected later.

The board of directors will meet within a few weeks to elect officers. President M. C. Moore will most likely be honored with re-election.

Annual Contest of Minneapolis Club

The third annual reliability and economy contest of the Automobile Club of Minneapolis, Minn., for the Tribune trophy, the club trophy and a good roads trophy to be presented by the club to the county through which the tour passes which provides the best roads, starts from Minneapolis on September 30 and ends in the same city on October 4th. The route will be from Minneapolis to Aber-

MICHELIN



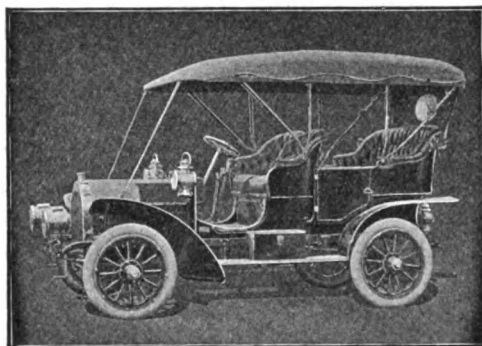
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and
Passengers**



ANTI-SKIDS

Springfield Metal Body Co.

SPRINGFIELD, MASS.



**ALUMINUM LIMOUSINE
AND LANDAULET BODIES**

**We are ready to contract for touring
and runabout bodies**

MERCER

**1911 Model New
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Toy Tonneau

Speedster

Each \$2150



*Style, Luxury, Quality, Strength, Speed.
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GRAY & DAVIS LAMPS
STANDARD OF
THE WORLD
Gray & Davis
Amesbury, Mass.

MONOGRAM OIL

**Breaks Two World's Records at Syracuse,
September 17th**

RALPH DE PALMA:—Five mile circular track record.
Time, 4 minutes, 11.99 seconds.

RALPH DE PALMA:—One mile circular track record.
Time, 48.92 seconds.

MONOGRAM OIL was used in both of these record-making events, proving it again the

"Best for YOUR Engine"

COLUMBIA LUBRICANTS CO. OF N. Y.
116 Broad Street New York City

For Sale by First Class Dealers

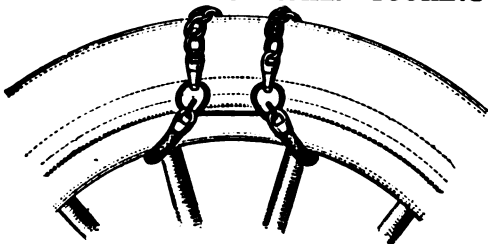
Steering Gears Control Levers Radiators

PROMPT DELIVERY

CENTAUR MOTOR CO.

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Automobile Calendar

September 12 to October 12.—Automobile Races held in connection with the Appalachian Exposition at Knoxville, Tenn.

September 30 to October 4.—Third Annual Reliability and Economy Contest of the Automobile Club of Minneapolis, Minn., from Minneapolis to Aberdeen, S. D., and return, 660 miles.

October—Reliability Run, under the auspices of the Chicago Motor Club.

October—Reliability Run, under the auspices of the Worcester (Mass.) Auto Club.

October 1.—Sixth Annual Vanderbilt Cup Road Race to be held on the Long Island Motor Parkway and the surrounding roads. Under the auspices of the Motor Cups Holding Company.

October 1.—Track meet at the Illinois State Board State Fair at Springfield, Ill.

October 2.—Gaillon Hill Climb, promoted by L'Auto.

October 4, 5 and 6.—Automobile Races to be held on the Elm Ridge Race Track, Kansas City, Mo., by the Kansas City Automobile Dealers' Association.

October 6, 7 and 8.—Automobile Races at the Orange County Carnival at Santa Ana, Cal.

October 8.—Automobile Races at the Interstate Fair Spokane, Wash.

October 8.—Date selected for the start of the Chicago-New York Aeroplane Race, under the joint auspices of the New York Times and the Chicago Evening Post, for a \$25,000 prize.

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October 8.—Third Annual Fairmount Park Race, under the auspices of the Quaker City Motor Club, Philadelphia.

October 8 to 13.—The St. Louis National Aero Show, to be held in the Coliseum Building, under the auspices of the Aero Club of St. Louis.

October 10 to 15.—Track Meet at the Arkansas State Fair at Hot Springs.

October 14 to 18.—Virginia Reliability Run, under the auspices of the Washington (D. C.) Post.

October 15.—Race for the Grand Prize of the Automobile Club of America to be held over the Long Island Motor Parkway and adjoining country roads.

October 15 to 23.—The International Aviation Meeting to be held under the direction of the Aero Club of America at Belmont Park, New York City.

October 17.—Start of the 1910 International Balloon Race from St. Louis, Mo.

October 17.—Start of the "Round Georgia Good Roads Tour," under the auspices of the Atlanta Constitution. Route extends over 950 miles.

October 23.—The Portola Road Race in San Francisco, Cal.

October 27, 28 and 29.—Three-day Track Meet, under the auspices of the Dallas (Tex.) Automobile Club.

November 3, 4 and 5.—The Fall Meet of the Atlanta Automobile Association at the two-mile motor-drome at Atlanta, Ga.

November 5 and 6.—Track Meet, under the auspices of the New Orleans (La.) Automobile Club.

November 5, 7.—Los Angeles-Phoenix Road Race.

November 24.—Mile High Hill Climb at Redlands, Cal., under the auspices of the Mile High Hill Climb Association.

November 24.—Road Race, under the auspices of the Savannah (Ga.) Automobile Club, over roads in the vicinity of Savannah.

November 24, 25 and 26.—Race Meet at the Los Angeles, Cal., motordrome.

December 1 to 8.—First Annual Aeronautical Exhibition under the auspices of the Aero Club of Illinois. To be held in the Chicago Coliseum.

December 3-18.—Twelfth International Salon of the Automobile, the Cycle and the Sports, under the auspices of the A. C. of France.

January 7 to 21.—Annual Automobile Show in Madison Square Garden, New York, under the auspices of the Association of Licensed Automobile Manufacturers.

February 27 to March 4, 1911.—Fifth Annual Automobile Chow, under the auspices of the Kansas City (Mo.) Automobile Dealers' Association.

March 4 to 11, 1911.—Boston Automobile Dealers' Association's Annual Show in Mechanic's Hall.

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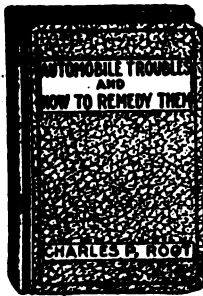
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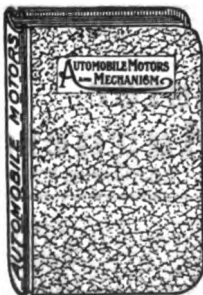
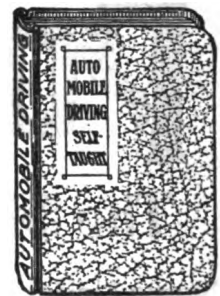
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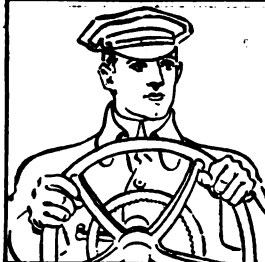


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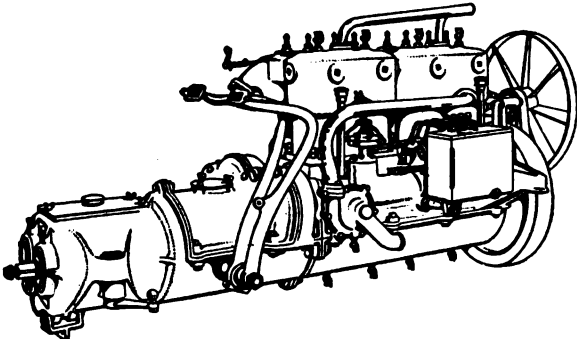
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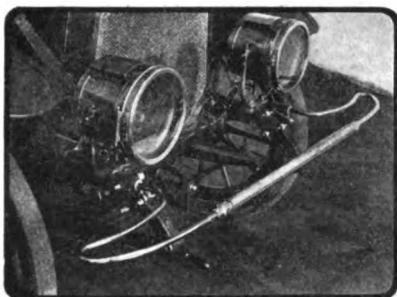
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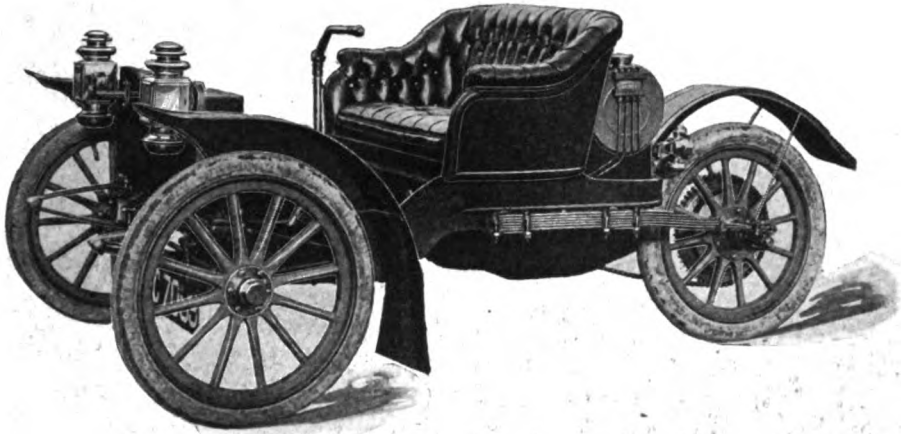
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Automobile Topics

Illustrated

Vol. XX.

NEW YORK, OCTOBER 1, 1910.

No. 26.

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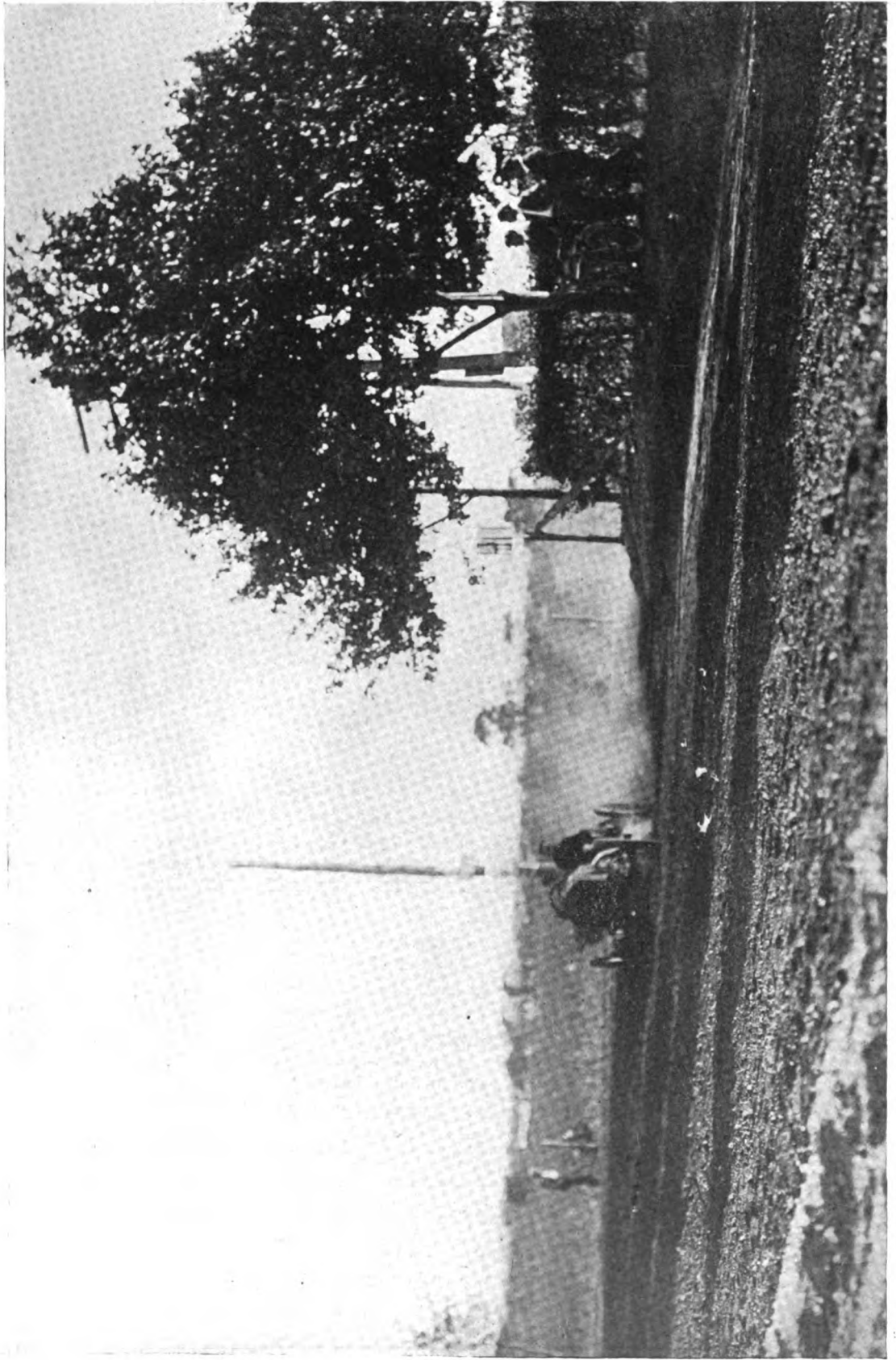
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PRACTICING ON THE VANDERBILT CUP COURSE—MAKING THE WESTBURY TURN AT SPEED

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS

Vol. XX.

NEW YORK, OCTOBER 1, 1910

No. 26

TOPICS

THERE ARE MANY indications that, sooner or later, the matter of track racing will have to be taken in hand and set to rights. Things are going from bad to worse, and scandal after scandal is aired, until one begins to doubt whether this form of sport is ever conducted properly. Near-fake records have been common for a long time, and it is now openly charged that a \$2,000 match race scheduled to be held near Philadelphia was a fake pure and simple. The men were to be paid a certain sum regardless of the outcome of the race, it is alleged; and about the only people whom it was attempted to hoodwink were the spectators. Another matter in connection with this meeting was the doubt passed on the authenticity of the so-called records made. It is charged that the timing was done with ordinary stop-watches instead of by the electrical timing device.

THE TROUBLE WITH TRACK RACING is that it long ago degenerated into a scramble for the gate money. People *will* go to an automobile race, and any shrewd manager can get their money on speculation—that is, the race goes speculate by taking chances on getting an adequate return for their money. They always pay, and occasionally they get a fair return. Usually, however, the meetings are a bunco game, insofar as the failure to deliver the goods is concerned. Promoters may or may not do their best to make good; they may be held up or thrown down by drivers or their cars; or they may trust to luck to get good

racing out of cars that cannot reasonably be expected to perform well. But if these promoters get their money they care little whether the spectators get good sport or not. Furthermore, in order to get a better gate, they fake in some of the numerous ways which have been found to give the desired result. And so long as a promoter can make \$5,000 or \$10,000 by one lucky stroke he is not going to concern himself about the unrealized expectations of the people who paid him this money.

THERE IS VERY LITTLE to hope from a governing body like the A. A. A. in the way of bringing about a complete reform. The trouble is that many people want to see automobile races and will pay to do so whether they are on the level or not. It is no easy matter to be on the level in cases like these, and the A. A. A. has a very hard time deciding whether there is anything illegitimate about a given race meet. There are so many quirks and quirks, so many loop-holes, and it is so easy to form honest differing opinions, that the A. A. A. officials have their hands full. They are damned if they don't take action in certain cases and damned if they do. So matters run on, becoming steadily worse, until today few people have the slightest idea whether an announced record is genuine or not, or whether two racing drivers who are pitted against each other are on the level. It is all very discouraging, very sad, in fact; but that something should be done to prevent the sport from going utterly to the bad is self-evident.

SEEKERS AFTER FAME no longer strive to grasp that bubble at the cannon's mouth. Aviation occupies their attention these days. George Chavez lies today cold in death, but his name will go thundering down the ages as the first man who flew across the Alps. To some the achievement will seem dearly bought; and, indeed, in a way it was. But Chavez knew well the risk he took, and it is probable that if he were alive today and knew the outcome he would essay the feat once more. Youth is the time for deeds like these, and much as we may mourn the untimely demise of the young Peruvian we cannot but look upon it as but an incident in the conquering of the air, which is now going on.

A LIFE PRISONER in a New York jail is busy constructing an aeroplane which he hopes will some day fly. A sense of the fitness of things would, it might be thought, make it incumbent upon the prison authorities to permit the prisoner to make the first flight in this machine. If this were done the future movements of the aviator would afford matter for interesting conjecture.

ANOTHER MOTORING ORGANIZATION, The Long Island Automobile Club, will celebrate its tenth anniversary next month. It is difficult to realize that a decade ago motoring was in its infancy, and that those interested in it were pioneers. It was something out of the ordinary in those days to own a car, and even more noteworthy to be able to drive one successfully. The clubbing instinct was strong, and wherever half a dozen motorists were found they lost little time in getting together and organizing a club. Many of these once well-known organizations have disappeared, but those which survived have developed enormously and along lines previously thought little capable of development.

ALTHOUGH THREE FOREIGN CARS are entered in the Vanderbilt Cup race, despite the fact that this is *not* an international event, only one foreign driver figures in today's event—and he only by reason of the enforced retirement of George Robertson. It is to be reserved for the Grand Prize race to give us our first sight of the real article—the European driver, who was so much in evidence in the early Vanderbilt races. Hemery, Wagner

and Nazzaro—here is a trio to bring up memories of the good old days when road racing flourished abroad as well as here. They were picturesque personages, these drivers of European nationality. Szisz and Duray, Teste and Tarte, poor Albert Clement—but the list might be prolonged almost indefinitely. They swaggered, they talked four hundred to the minute, they gesticulated; and how they did drive! They took their lives in their hands every time they started in a race, and whenever they finished a contest alive and whole they thanked their stars—and prepared for the next event.

IT IS FITTING that a real American, a red Indian, should be at the wheel of one of the contesting cars in that great American road event, the Vanderbilt Cup race. All the early winners but one were foreigners; and then came such true-blue Americans as Robertson and Grant. The red man may not do better than get among the also rans, but he will at least demonstrate that Lo, the poor Indian, can turn his hand to almost anything.

A NEW YORK CITY magistrate was called upon this week to decide whether a tricycle is an automobile. After considerable cogitation he gave it up, passing it on to the District Attorney.

THE CHIEF OF POLICE of Chicago, Ill., has kept a record of the manner in which municipal judges of that city have disposed of cases brought against automobile speeders during the last three months. In June 312 arrests were made, the average speed being 24.77 miles an hour. Of the number arrested 29 were discharged and the others were fined \$1,830, an average of \$646 each. In July the number of those arrested dropped down to 282 and those discharged was raised to 32, but the fines amounted to \$1,864, or an average of \$7.45 each. A still greater decrease was noticeable in August when 238 arrests were made and 30 were discharged without punishment. But the aggregate of the fines exceeded the other two months, amounting to \$1,917, an average of \$9.21. Thus it will be seen that while the number of arrests has steadily decreased the average of the fines has increased just as steadily.

A Break o' Day Start for Vanderbilt Cup Race

VANDERBILT CUP RACE, 278.08 MILES			
Car	Driver	Car	Driver
Alco	Harry F. Grant	Marquette-Buick	Joe Dawson
American	William Wallace	Marmon	Arthur Chevrolet
Amplex	Walter Jones	Marmon	Ray Harroun
Apperson	Harris Hanshue	Mercedes	Spencer E. Wishart
Benz	Franz Heim	National	Louis A. Disbrow
Benz	E. A. Hearne	National	John Aitken
Benz	David Bruce-Brown	National	Al. Livingstone
Columbia	Harold Stone	Oldsmobile	Harry Stillman
Corbin	Joe Matson	Oldsmobile	Joe Nelson
Haupt-Rockwell	Carl Limberg	Pope-Hartford	Jack Fleming
Jackson	E. F. Schreiffer	Pope-Hartford	Bert Dingley
Knox	Fred Belcher	Simplex	Leland A. Mitchell
Lozier	Ralph Mulford	Simplex	Ralph E. Beardsley
Marquette-Buick	Louis Chevrolet	Stoddard-Dayton	Tobin De Hymel
Marquette-Buick	Robert Burman	Stoddard-Dayton	Hugh N. Harding

WHEATLEY HILLS SWEEPSTAKES, 189.06 MILES			
Car	Driver	Car	Driver
Corbin	Alvin Maisenville	Marmon	Fred Heineman
Correja	Montague Roberts	Mercer	E. H. Sherwood
Fal	W. H. Pearce	Mercer	C. H. Bigelow
Fal	J. F. Gelnaw	S. P. O.	John Juhasz
Marion	Marcel Basle		

MASSAPEQUA SWEEPSTAKES, 126.4 MILES			
Car	Driver	Car	Driver
Abbott-Detroit	Morty Roberts	Cole	William Endicott
Abbott-Detroit	Lee Oldfield	Cole	Harry Endicott
Abbott-Detroit	V. Padula	Lancia	William Knipper

POINTS ABOUT RACE

The Start—At about daybreak from the grand stand on Motor Parkway.

Trophy—William K. Vanderbilt, Jr., Cup

Other Prizes—\$2,000 in cash and "Donor's Trophy" to Vanderbilt Cup Division winner and \$1,000 in cash and "Donor's Trophy" to winners in Wheatley Hills and Massapequa Sweepstakes.

Entrants—45 cars (in 3 classes) representing 27 different makes. Only 6 cars of foreign manufacture, representing 4 different makes.

Course—12.64 miles, viz. 5.15 miles on Long Island Motor Parkway and 7.49 miles on Long Island country roads.

Distance of Race—Vanderbilt Cup Division, 22 laps or 278.08 miles; Wheatley Hills Sweepstakes, 15 laps or 189.6 miles, and Massapequa Sweepstakes, 10 laps or 126.4 miles.

Requirements of Cars—Vanderbilt Cup Division, 301 to 600 cubic inches piston displacement; no weight restrictions; Wheatley Hills, 231 to 300 cubic inches piston displacements; minimum weight of car 1,700 pounds. Massapequa, 161 to 230 cubic inches piston displacement; minimum weight of car 1,400 pounds.

Average Speed of Winner in 1909 Race—Just under 63 miles an hour.

Best Lap Time Last Year (same course)—9.47 on Louis Chevrolet's (Buick) fourth circuit.

Number of Starters in Previous Races—First race, 17; second race, 19; third race, 17; fourth race, 17, and fifth race, 15.

It will be a classy list of starters that await the word "go" at daylight this morning, to contest for the possession of the Vanderbilt cup and the various prizes and trophies that will be awarded the successful cars in the

tions that have been made for the race. The course has been carefully treated with a view to eliminating bad spots, and the preliminary practice has shown that it is fast. Laps close to 10 minutes for the 12.64 miles have been

HISTORY OF PREVIOUS RACES

FIRST RACE

October 4, 1904, over ten laps of a 28.44 miles course, on Long Island, with controls at Hempstead and Hicksville. Won by George Heath, in a Panhard, in 5 hours 26 minutes 5 seconds, an average of 52.07 miles an hour. The 17 starters represented four countries—France, Germany, Italy and America.

SECOND RACE

October 14, 1905, over a distance of 283 miles, on Long Island. Won by Victor Hemery, in an 80 hp. Darracq, in 4 hours 36 minutes 8 seconds, an average of 61.51 miles an hour. Germany, France and America were represented, each country having 5 cars, except Germany, which had 4. Elimination race to select American team won by Bert Dingley, in a Pope-Toledo.

THIRD RACE

October 6, 1906, over 297.1 miles of Long Island roads. Won by Louis Wagner, in a 125 hp. Darracq, in 4 hours 50 minutes 10 2-5 seconds, an average of 61.43 miles an hour. Sixteen cars partici-

pated in this race, and Italy, France, Germany, and America were again represented. The elimination trial to select American representatives was won by Joe Tracy, in a Locomobile.

FOURTH RACE

October 24, 1908, over 258.06 miles of Long Island country roads and the specially constructed Long Island Motor Parkway. A lap of the course measured 23.46 miles. George Robertson, driving a Locomobile car, won the race in 4 hours 48 1-5 seconds, an average of 64.389 miles per hour. There were 17 starters.

FIFTH RACE

October 30, 1909, over 22 laps of a 12.64 mile course, or 278.08 miles, partially on the Motor Parkway and the country roads. Harry F. Grant was the winner, in an Alco, which covered the distance in 4 hours 25 minutes 42 seconds, an average of just under 63 miles an hour. Fifteen cars participated for the Vanderbilt Cup and 6 and 4 cars, respectively, for the Massapequa and Wheatley Hills Sweepstakes, which were run in connection with the big race.

three-cornered speed battle which will be waged on the 12.64 mile circuit of cement parkway and oiled country roads on Long Island this morning. The entries total 45, of which 30 are in the Vanderbilt event, 9 in the Wheatley Hills and 6 in the Massapequa Sweepstakes; and it is designed to have a continuous round of dashing, thundering cars, covering the entire course. The thirty Vanderbilt contenders will be turned lose at or shortly after daybreak; one hour later the smaller Wheatley Hills entrants will be released; and at the beginning of the third hour the seekers after the Massapequa trophy will be sent away, so that 45 cars will be on the circuit at the same time, giving the spectators a view of a practically endless procession.

In line with the record-breaking list of entrants in the Vanderbilt event is the prepara-

made, indicating that last year's time will be beaten; and as the drivers have been merely trying out the course, and will not strive for great speed, the prevailing belief is that in the race itself an average of 65 miles an hour or better will be maintained. The cars and drivers are there to do this, and given a good day there is every likelihood that expectations will be realized.

The American cars entered are a pretty representative lot, coming from nearly every section of the country. In the preliminary practice the Marquette-Buick has, up to Thursday morning, shown up best, Burman having whirled around the course in 10:15. He has been pressed closely by Jack Fleming in a Pope-Hartford, while the Chevrolets, Louis and Arthur, have also been driving their Marquette-Buicks around in fast time.

WHO THE DRIVERS ARE

The drivers who will send their cars dashing around the 12.64 mile course today comprise the best land pilots in this country. They are men who have no fear of the dangers that lay in the path of 2,500 pounds of steel

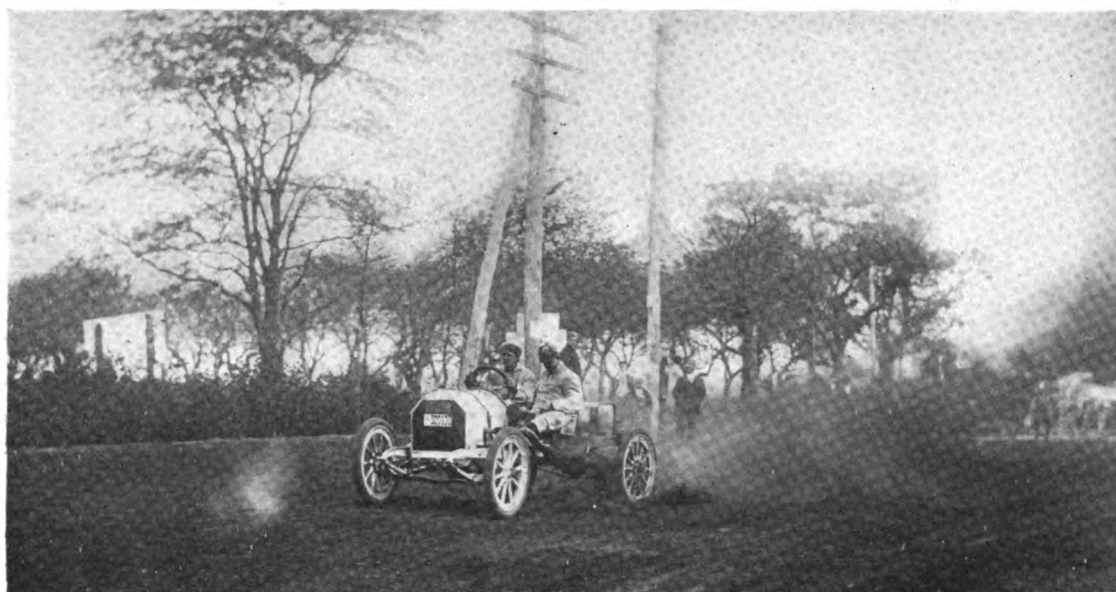
flying along the highway at a speed exceeding a mile a minute. For the most part they are veterans at the game and know exactly what chances they are taking and many of them would care little for broken bones if they

could only send their car across the line a winner.

For the first time in the history of Vanderbilt cup races the West has sent a big delegation of drivers to compete with the cream of the East. In former years the drivers west of the Mississippi were content to sit aside and watch the Easterners grapple with the road kings of the Continent, but with the practical elimination of the foreigners from competition for the Vanderbilt Cup, the Western drivers have entered their rival's territory, and that they will make things interesting has been shown by the times made in the practice spins.

only foreign driver in the race, has had considerable experience abroad, having acted as mecanicien for Victor Hemery in some of the European races in which the latter competed. He also acted as mecanicien for Hanriot in the 1908 Grand Prize race at Savannah.

E. A. Hearne, who will also pilot a Benz, participated in last year's Vanderbilt, but his Fiat stopped on the fifth lap. Hearne, who is from Chicago, made quite a name for himself in the race for small cars on the day preceeding the Grand Prize race at Savannah, Ga., in 1908, when he finished fourth with a Buick. Since last year he has participated in a number



WATCHING THE PRACTICE AT THE WESTBURY TURN

With the dropping out of George Robertson, owing to his accident on September 23, the choice of favorite is most likely to go to Harry F. Grant, the driver of the Alco. Although Grant has been in the racing game but a comparatively short time, he has earned the respect of the other drivers, and those who have been watching him in practice say that instead of starting as a "dark horse" as he did last year, when he was the victor, he will be the cynosure of all eyes during the race. The winning of last year's contest was his "breaking through," for in the Lowell, Mass., races last year he led the field until three laps when a peculiar mishap caused him to stop.

Franz Heim, one of the Benz trio, and the

of track events and in the recent National Stock Chassis races at Elgin, Ill.

David Bruce Brown, the third of the Benz drivers, is a resident of Brooklyn, N. Y. He entered the game for love of the sport, and attracted attention by his performances on the Florida beach several years ago. During 1908 and 1909 he drove Benz cars to victory in a number of hill climbs.

Jack Fleming, nominated to drive one of the Pope-Hartford cars, is better known in the West than in this section, as all of his past races have taken place west of the Mississippi.

Bert Dingley, who with Fleming constitute the Pope-Hartford team, has shown that he still possesses his old time skill and daring by the times he set up in practice. He has

participated in other Vanderbilt races, having won the 1905 elimination trial in a Pope-Toledo, but met with an accident on the sixth lap of the big race. Last year he was drawn to drive a Chalmers, but a mishap during practice eliminated him from the race and Knipper took his place. He has won a number of races with Chalmers cars.

John Aitken, better known as "Johnnie" Aitken, driver of one of the National cars, has won many events on tracks and took part in last year's race when he drove a National car.

Al Livingstone is a Western driver and has many victories to his credit. Most conspicuous of these is the winning of the Illinois trophy race in the recent National Stock Chassis races at Elgin, Ill.

Louis A. Disbrow, another National pilot, is no stranger to Eastern race enthusiasts, having participated in 24-hour races at Brighton Beach, N. Y. and winning several hill-climbs this season. He has a number of victories to his credit at the Atlanta Speedway.

Leland A. Mitchell was the pilot of a Simplex last year and completed the second circuit of the course in faster time than any of the other drivers, but on his third trip around the course a broken crank-shaft spoiled his chances.

Ralph E. Beardsley, who will drive his own Simplex, until recently was an amateur driver but was "turned" professional by the American Automobile Association. This is his first appearance as a Vanderbilt Cup contestant.

Ralph Mulford, the blonde Lozier driver, is fresh in the minds of the racing enthusiasts as the winner of the 1910 Stock Chassis road championship recently held at Elgin, Ill. He drove a Lozier in that race and has piloted the same make of car in several 24-hour races at Brighton Beach. With Cyrus Patschke he held the 24-hour record recently surpassed by Patschke and Poole in a Stearns.

Louis Chevrolet's name in connection with a race means speed, for the daring French-Swiss driver of Buick cars is a veteran at the racing game and generally sets a pace that makes the other drivers "go some" to hold their own. He participated in the 1905, 1908 and 1909 races for the Vanderbilt Cup, but in each event he met with a mishap that caused his elimination. Last year he won the Cobe trophy on the Lowell-Crown Point, Ind.,

course; the Yorich trophy race at Lowell, Mass., and the Riverhead, L. I., race at which he set a new record for road racing.

Robert Burman, "Wild Burman," "Wild Bob," as he is generally called, another Buick pilot, is one of the most daring drivers in the business and has numerous track victories to his credit. This will be his first appearance as a Vanderbilt driver.

Arthur Chevrolet is a brother of Louis and completes the Buick trio. He has had very little road experience, but has acted as mechanic to Louis on a number of occasions and is known to possess some of the skill his more famous brother. He drove a Buick car in several 24-hour races.

Harris Hanshue, as the driver of Apperson "Jackrabbit" cars, has been a consistent winner in Western events and today's race will be his debut before Eastern lovers of the sport.

Joe Dawson, who will drive a Marmon, is practically new to the game, but since his advent he has taken part in several good races, several of which he won. Dawson's most conspicuous victory was the Cobe trophy race on the Indianapolis, Ind., Motordrome on July 4, last.

Ray Harroun, the other Marmon driver, has been actively engaged in racing for some time and has a number of track victories to his credit. Last year he won the Wheatley Hills Sweepstakes with a Marmon.

E. F. Scheifler, nominated to drive a Jackson, is another driver whose work has been for the most part confined to the West and little is known of him in the East.

Joe Matson will have a new acquisition in the form of the Corbin car this year. He is better known as a driver of Chalmers cars. He won the Massapequa Sweepstakes last year in a Chalmers and in the same make of car he was victor in the Crown Point trophy in the Western Stock Chassis light car race in Indiana in June, 1909. He has also been active on tracks and has several records to his credit.

Walter Jones, who is down to pilot an Amplex, is one of the youngest drivers in the race, and has little experience as a racing driver. He is 20 years old.

Tobin De Hymel, one of the Stoddard Dayton team, will probably be one of the most picturesque drivers in the race, as he is the first real American to compete for the Ameri-

can classic. He is an Indian and hails from San Antonio, Tex., where he has made quite a name for himself as the driver of fast cars. His most notable performance was the winning of the recent 200 mile Galveston, Tex., beach race in the record time of 180 minutes. He has won at 12-hour grind at San Antonio and also participated in hill climbs. In all events he displayed a nerve that will stand him good in today's contest.

Hugh N. Harding, Stoddard-Dayton, is an Englishman and has participated in many contests in this country. He drove in the Gordon-Bennett cup race and other notable events before coming here. He established a new record for the Wilkes-Barre, Pa., climb and

been a contestant last year. In the 1909 race his car was on its 17th lap, and still running, when the race was called. Wishart has competed in a number of hill climbs and track events during the past year.

Harry Stillman, driver of an Oldsmobile, had the destinies of a Marmon car in charge in last year's race, when he was put out in the eighth round. He has driven Marmon cars to victory in many track and speedway races.

Joe Nelson, Stillman's team mate, has extensive knowledge of the racing game, having participated as mecanicien in many races. He also won several races in which he drove cars.

William Wallace, who will drive the under-slung American, is no novice at the road rac-



KRUGS—THE FAMOUS ROAD HOUSE AND TURN

drove in the Vanderbilt cup races of 1906, 1908 and 1909. In the 1906 event he piloted a Haynes and in the other two contests he drove Apperson cars. He finished third in the 1909 Fairmont Park, Philadelphia, race.

Carl Limberg, driver of the Houpt-Rockwell, is new at the road racing game but has participated in 24-hour races.

Fred Belcher, who will pilot a Knox, has had considerable experience in track and hill-climbing events at the wheels of Knox cars, but this is his first appearance as a Vanderbilt driver.

Spencer E. Wishart is an amateur driver who has entered his Mercedes car in the Vanderbilt Cup race for the second time, having

ing game, having participated in many grueling contests. He drove a Palmer-Singer car in the 1908 Fairmont Park, Philadelphia, race and has been in several 24-hour races at the Morris Park, N. Y., track.

Harold Stone, Columbia pilot, is a Western boy and has taken part in many of the contests held in the vicinity of Los Angeles, Cal., but the race today will be his first appearance in the East.

The Wheatley Hills and the Massapequa Sweepstakes also have a representative list of drivers and the indications are that the trophies and prizes offered in these classes will be closely contested for. Marcel Basle, who will pilot a Marion, has participated in several

track races, notably 24-hour events, but has not had much experience on the road.

Fred Heineman, a Marmon driver, has participated in a number of races on the speedways at Atlanta, Indianapolis and Los Angeles.

E. H. Sherwood has driven Mercer cars a number of times in track events, hill climbs and reliability runs.

Alvin Maisenville, Corbin, is a Connecticut boy who has driven Corbin cars in several events, but has never participated in a big road race.

John Juhasz, S. P. O., has been conspicuous during the last year in track and speedway events, winning several notable victories at Atlanta and the Brighton Beach track. He established an hour record at the latter place recently.

Montague Roberts, Correja, is well known to the automobile game and participated in the Vanderbilt elimination trials in 1905 and 1906 and the Briarcliff race.

C. H. Bigelow, Mercer, is new at the road racing game.

W. H. Pearce, Falcar, has driven in a number of speedway races and has several wins to his credit. He finished second to Livingstone in the Illinois Trophy road race at Elgin recently.

J. F. Gelnaw, Falcar, has also been active in track races, and also participated in the Illinois Trophy road race at Elgin.

William Endicott, Cole, has won a number of races on the track and speedways, and has participated in 24-hour races.

Lee Oldfield, Abbott-Detroit, is a comparatively new hand at the racing game.

Harry Endicott, Cole, has only been driving racing cars a short time.

William Knipper, Lancia, is better known as the driver of Chalmers cars, and piloted a car of that make in last year's Vanderbilt race. He was put out on the 13th round. Knipper has had an active career in the racing game, taking part in many track meets, etc.

Morty Roberts, who is a brother of Montague, has not been in the game long, and is little known. He will drive an Abbott-Detroit.

V. Padula, Abbott-Detroit, another driver who is new to the road racing game.

During the past two weeks the 7.49 miles of country road included in the course has been combed and oiled a number of times, gangs of

men having been working on it constantly. The result is that the 12.64 mile circuit is at present the finest in the country and every indication points to record-breaking performances.

Starting in front of the grand stand, which is on the Motor Parkway between Westbury and Central Park, the cars shoot along the parkway to the Massapequa road where a left turn is made on to the country roads. The Massapequa turn is considered one of the most dangerous on the course and has been widened considerably to allow radius for the drivers to swing their cars around in. Last year this turn, as well as the others, was banked, but at the suggestion of the drivers in this contest the banking was eliminated and the turns widened. The Westbury is the only one that is banked this year.

After the cars have negotiated the Massapequa turn they continue along country roads through Central Park to Hicksville, where a turn to the left is made. From here it is a straight dash along the old country road to Westbury. Here a turn to the left is made and after a short run the cars again turn left and enter on the parkway. The winding cement highway with its several grades is then followed to the grand stand.

More than 200 flagmen will be stationed around the course to guard the contestants and spectators from injury. These men will be stationed so that they will be in sight of one another and each will be equipped with two flags. A red flag indicates a clear course to the driver, and a danger warning to the spectators. A white flag indicates an accident on the course and a warning to the drivers to stop at once and proceed slowly. In addition to the flagmen, a large squad of Pinkerton officers and deputy sheriffs will guard the course from encroaching spectators.

Owing to the large entry list, additional repair pits had to be constructed and now 42 of these "holes in the ground" are stretched along in front of the grand stand. And busy spots these will be today, for all repairs and replenishments will have to be made here by the drivers and mecaniciens of the cars.

The telephone system used last year has been improved and throughout the race those in the grand stand will be kept in touch with occurrences at distant points on the course.

Many men prominent in municipal circles

have accepted invitations to attend the race. The city of New York will be represented by Acting Mayor John Purroy Mitchell, who will occupy box No. 1 in section E of the grand stand, several boxes away from that reserved for William K. Vanderbilt, Jr. An invitation was sent to Alfred Reeves, general manager of the Association of Licensed Automobile Manufacturers, to represent the American motor industry. He will attend, and will have as his guests: Frank B. Hower, of Buffalo; P. H. Spence, of Milwaukee, and A. D. Hoffman, of Jersey City.

The officials of the race are as follows:

Referee, William K. Vanderbilt, Jr.; judges, Henry Sanderson, Colgate Hoyt, Dave Hennen Morris, Robert Lee Morrell and Samuel M. Butler; technical committee, A. L. McMurry, Henry Souther and Alexander Churchward; A. A. A. representative, Frank G. Webb; assistant to the president, A. R. Pardington; starter, Fred J. Wagner.

Among those who have reserved boxes for the race are: S. A. Thompson, W. R. Simons, V. J. Mayo, R. H. Carter, Thomas H. Cooke, S. J. Wise, Carl H. Page, George P. Butler, R. Talbot, W. C. Dickerman, R. G. Kelsey, A. E. Bechstein, Mr. Bromer, H. B. Gage, F. K. Bourne, M. L. Schiff, W. A. Roebeling, 2nd, Carhartt Automobile Sales Company, Mrs. Herman Oelrichs, August Belmont, Jr., H. B. Hollins, E. H. Gary, William K. Vanderbilt, Jr., The Brook Club, Harry Payne Whitney, A. G. Vanderbilt, Harry Lozier, A. Wagstaff, A. G. Vanderbilt, Harry Lozier, A. Colgate Hoyt, J. T. Pratt, James Speyer, Edwin Gould, Charles Steele, C. E. Schaff, J. J. Astor, Ralph Peters, B. F. Yoakum, A. J. Moulton, Henry Spies, David Bruce Brown, Mr. Steinway, Harry S. Harkness, C. E. Berner, W. L. Colt, A. T. Hardin, Charles E. Riess, Mrs. W. H. Langford, T. Grisby, A. D. Pratt, S. R. Johnson and M. F. Mills.

Long Island in the neighborhood of the course has been in an almost incessant buzz of excitement during the past ten days. Beginning with the first day of preliminary practice, on Tuesday, September 20, the cars and drivers have been arriving at the scene of action, and each day sees an addition to those putting their cars through the paces on the course. Record breaking time has been made by several of the drivers during the trial spins in the early morning hours. Robert Burman

has been the most conspicuous performer in this respect. On a number of occasions he sent his Marquette-Buick around the course at top speed and on September 24 he covered the 12.64 miles in 10 minutes 15 seconds, faster by 18 seconds than the record for last year's practice. On this lap Burman sent his car at the rate of exactly 74 miles an hour and if this speed can be maintained during the entire race today it will surpass all marks made by previous winners of the classic event.

The first few days of practice did not bring out many cars, only two appearing on Tuesday, but a total of five circuted the course on the following day. Several of the drivers were content to jog around the course after the practice hours were up and acquaint themselves with the turns, etc. The real practice commenced on Friday, September 23, when fifteen cars were out on the course from day-break to 8 o'clock. More than 200 persons braved the chilly winds that sweep across Hempstead Plains and gathered around the course to witness the work-outs of the cars. They were well repaid for their unusually early arising, however, for most of the cars were sent over the course at over 60 mile an hour clips and it was nothing unusual for two cars to reach a turn at the same time. This was the first morning that the Warner electrical apparatus was used to catch the time of the cars in practice.

During the morning an accident occurred that almost resulted fatally for one of the favorite drivers. As George Robertson was piloting his new Benz around the Massapequa turn on his second round of the course, the car skidded and the right wheels went into a ditch at the side of the road. Stephen Reynolds, a newspaperman, who was riding in the mecanicien's seat, was thrown about 100 feet through the air and landed in a soft field, while Robertson was hurled to the left and crashed into a fence. Both men were thrown clear of the car, which turned a complete somersault.

Robertson was rendered unconscious, but Reynolds was only stunned and assisted a motorist, who had been watching the practice nearby, to bundle Robertson in his car. When Robertson reached the grand stand, where the officials were gathered, it was thought that he was seriously if not fatally injured. When he was lifted from the car he carried his right

arm as if it were broken and a stream of blood was flowing from wounds on his face. When taken to the Nassau County Hospital in Mineola, however, a thorough examination by several physicians showed nothing alarming. His back had been wrenched and his arm badly twisted.

The injuries were enough to eliminate him from driving in the race today, although it was at first thought probable that he would be in condition to handle the Benz. Franz Heim, who was mecanicien for Hemery in a Benz in the last French Grand Prix race and also occupied the second seat in the Benz driven by Hanriot in the race for the Grand Prize of the Automobile Club of America at Savannah in 1908, will pilot the car intended for Robertson.

The accident of Robertson occurred shortly after seven o'clock and put a damper on the rest of the practice that morning. Before the mishap the cars passed the grand stand frequently and nearly always were going "great guns." The three blue Nationals made their first appearance on the course that morning as did the Alco, which has been titled the "Black Beast," the three Benz cars, the two Marmons, the two Corbins, the three Buicks and the Lozier. "Wild Bob" Burman made the fastest time up to that day when he turned a lap in 10 minutes 52.2 seconds. The best previous time was the 11 minutes flat made by Fleming the day before in a Pope-Hartford.

The fastest times of the other cars were: Simplex (Mitchell), 11:07; Pope-Hartford (Fleming), 11:13; Pope-Hartford (Dingley), 11:14; Alco (Grant), 11:14; Cornin (Matson), 11:20; National (Livingstone), 11:23; National (Aitken), 11:29; Lozier (Mulford), 11:33; National (Disbrow), 11:53; Marmon (Dawson), 12:18; Benz (Bruce-Brown), 12:52; Benz (Hearne), 13:05, and Buick (Chevrolet), 18:50.

After the practice on Friday the drivers said that the roads were in good shape and only needed a little rain to make them fit for the pounding they will receive in the race. Old Jupiter Pluvius was evidently as anxious to see the cars speed around the approximately 13 miles of cement and dirt highways at record breaking speed as the number of persons who made daily trips to the course to witness the practice, for on Friday night a light rain fell

and on the following morning the drivers did their best work.

"Bob" Burman made his remarkable time on Saturday when he piloted his Marquette-Buick around the course in 10 minutes 15 seconds. Louis Chevrolet, in one of the other Marquette-Buicks, was timed for a round in 11 minutes 1 second, which was slightly faster than a 69-mile an hour average. Ralph Mulford sent his Lozier over the roads in 11 minutes 8 seconds, which is close to 68 miles an hour. Arthur Chevrolet, in the third Marquette-Buick, made a round in 11 minutes 13 seconds. Jack Fleming made a round in one of the Pope-Hartfords in 11 minutes 13 seconds. Leland A. Mitchell's Simplex was caught in 11 minutes 23 seconds, while Ralph E. Beardsley made a round in his own Simplex in 12 minutes 32 seconds. Bert Dingley, Pope-Hartford, and Ray W. Harroun, Marmon, were timed for one round each in 11 minutes 35 seconds. Al Livingstone made a round in a National in 11 minutes 25 seconds. E. F. Schiefler, Jackson, made one round in 12 minutes 20 seconds. David Bruce Brown made a lap in 11 minutes 43 seconds. Matson, Corbin, was timed in 12 minutes 20 seconds, and Maisonville made a round in the smaller Corbin in 12 minutes 16 seconds. The times made by the other cars were: Benz (Hearne), 12 minutes 30 seconds; National (Disbrow), 12 minutes 1 second; National (Aitken), 18 minutes 23 seconds, and Apperson (Hanshue), 13 minutes 20 seconds. The Marmon entered in the Wheatley Hills sweepstakes and the Houpt-Rockwell, entered in the Vanderbilt, were also out, but were not timed.

A heavy fog which hung over the course like a blanket early Monday morning did not permit the cars being sent around at any great rate of speed safely and consequently the record time made by Burman was not approached. The second accident of the practice periods occurred on this morning when William Knipper, driving his 25 hp. Lancia Avallancia for the first time over the course, collided with the Marquette-Buick, driven by Bob Burman, at the Westbury turn. The fog and a cloud of dust raised by a third car was the cause of the accident. The Buick had just been passed by a car which threw up considerable dust and Burman had reduced the speed of his car with the intention of taking things easy until the dust-raiser had dis-

appeared, when Knipper's Lancia shot around the curve going at a fast clip. Before Knipper realized it his car had crashed into the Buick.

Knipper and August Guichard, his mecanicien, were both thrown out of their seats, but neither of them were injured beyond a severe shaking up. At first it was thought that the Lancia was so badly damaged it would not be able to participate in the race, but the bent axle and steering post were repaired and Knipper will be in the seat when the car is sent away in the Massapequa Sweepstakes. The only damage done to Burman's Buick was a broken hub cap.

Just before the practice time was up the fog commenced to lift and Bert Dingley sent his Pope-Hartford around the course for the fastest lap of the day, 11 minutes 21 seconds. The fastest laps made by the other drivers were as follows:

Burman (Marquette-Buick), 13:27; Dingley (Pope-Hartford), 11:21; Harroun (Marmon), 11:59; Mulford (Lozier), 13:04; Scheffler (Jackson), 13:07; Endicott (Cole), 19:33; Stone (Columbia), 13:13; Heineman 11:50; Sherwood (Mercer), 19:35; Jones (Amplex), 24:26; L. Oldfield (Abbot-Detroit), 23:13; Beardsley (Simplex), 12:23; Wallace (American), 15:08; Maisenville (Corbin), 19:24; Fleming (Pope-Hartford), 11:30; D. Bruce-Brown (Benz), 12:14; Grant (Alco), 12:17; Livingston (National), 11:31; Belcher (Knox), 12:05, and Limberg (Haupt-Rockwell), 15:38.

Leland A. Mitchell was out with Henry B. Harris' Simplex, but he and Louis Chevrolet with his Marquette-Buick drove around slowly to the grand stand and stayed there, preferring not to take any chances of accident in the heavy fog.

Tuesday was society day at the course, several hundred of the 400 turning out to watch the practice spins. Quite a number of women occupied seats in the grand stand and were greatly interested in the work of the mecaniciens and drivers tuning up the engines preparatory to a trip around the 12.64 mile course. The rain on Monday afternoon and night settled the dust on the course and made a perfect track. The ideal conditions resulted in 28 cars being put through their paces, and the drivers did not hesitate to let them out. Several of the officials visited the starting point and inspected the pits, etc.

Ralph E. Beardsley, the young driver of the Simplex, was the star of the day's workout, for he negotiated the course in the remarkably fast time of 10 minutes 20 seconds, which is a little short of an average of 74 miles per hour. The timing on this morning was in the hands of Colonel C. H. Warner, of Beloit, Wis., the inventor and designer of the Warner electrical timing apparatus. Other fast laps officially recorded were as follows:

Fleming (Pope-Hartford), 10:57; Chevrolet (Marquette-Buick), 10:24; Mulford (Lozier), 11:07; D. Bruce-Brown (Benz), 11:09; Aitken, (National), 11:10; Burman (Marquette-Buick), 10:47; Dawson (Marmon), 12:38; Harroun (Marmon), 11:12; Scheffler (Jackson), 12:16; Matson (Corbin), 11:28; Disbrow (National), 11:47; Wishart (Mercedes), 12:13; Stillman (Oldsmobile), 12:40; Nilson (Oldsmobile), 12:11; Endicott, (Cole), 14:23; Wallace (American), 12:46; Belcher (Knox), 12:17; Stone (Columbia), 11:46; Livingston (National), 10:56.

"Jack" Fleming, the intrepid driver of the Pope-Hartford, was the hero of Wednesday morning's practice. Fleming circled several laps under 11 minutes, his fastest round being clocked in 10:20—one of the best times made in trials up to that day. Other fastest official laps were as follows:

Disbrow (National), 11:19; Aitken (National), 11:07; Livingstone, (National), 10:31; Bruce Brown (Benz), 11:13; Heim (Benz), 11:14; Kearne (Benz), 11:19; Wishart (Mercedes), 11:21; Limberg (Haupt-Rockwell), 12:03; Scheffler (Jackson), 12:03; A. Chevrolet (Marquette-Buick), 11:10; Harroun (Marman), 13:15; Stone (Columbia), 11:07; Stillman (Oldsmobile), 11:56, and Matson (Corbin), 17:11.

While Jones was piloting his Amplex around the Hickville turn, a motorcyclist suddenly appeared coming in the opposite direction. To avoid a collision, Jones swung his car to the right and it went off the road and overturned. Jones and his mecanicien, Warren, were thrown from the car, and although considerably bruised, neither was injured sufficiently to go to a hospital. It was said the car would be in condition for the race.

A good roads congress will be held in Louisville, Ky., during Christmas week by the Kentucky Good Roads Association.

Fake Cry Raised at Narberth Meet

PHILADELPHIA, Sept. 27.—Robbed of its big feature event, a match race between George Robertson and Ralph De Palma, by an accident to the former during practice on the Vanderbilt course, the race meet of the Norristown Automobile Club at the Belmont Driving Club track, near Narberth, Pa., last Saturday, developed into an exhibition of the speed possibilities of the small but powerful Fiat Cyclone, with De Palma at the wheel. This fast combination made two trials against time, one for a single lap and the one-mile course and the other for ten times around.

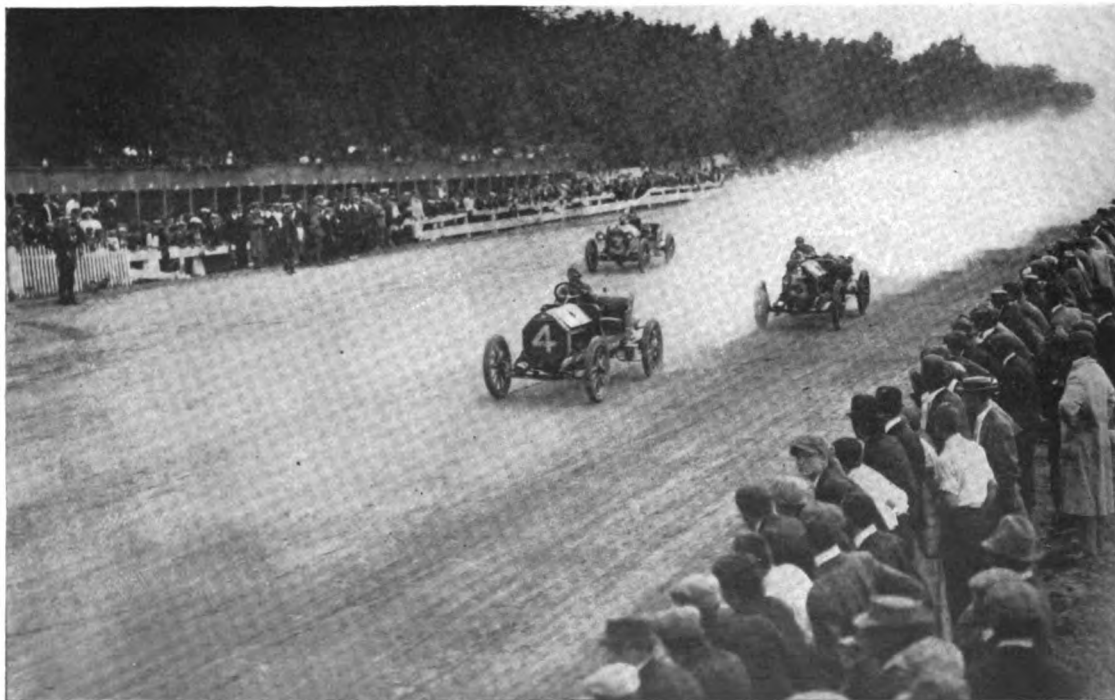
The time announced for the one-mile was 49 1-5 seconds, which is a new track record for Pennsylvania, as the fastest former time was 59 seconds, made by Barney Oldfield at the old Point Breeze track.

The time announced for the ten miles was 8 minutes 31 1-5 seconds. This is a new world's record, being considerably better than De Palma's former mark of 8:38 at St. Paul, Minn.

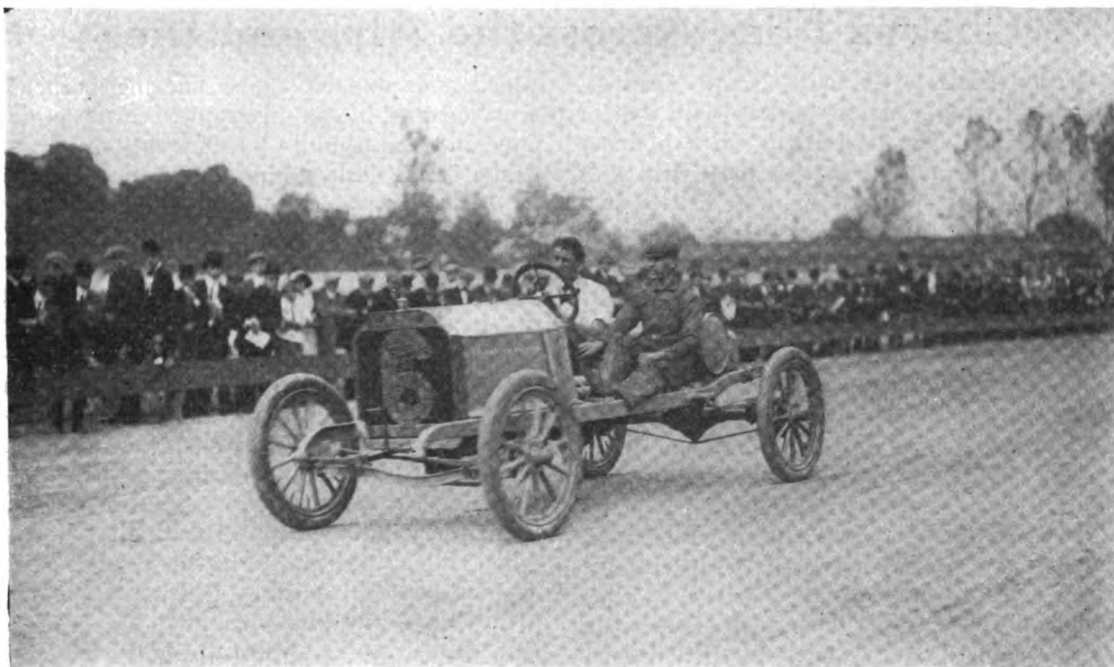
It is quite probable, however, that these times will not be recognized by the Contest Board of the American Automobile Associa-

tion owing to the fact that there is some dispute as to whether the timing was done by the automatic device which had been installed for the meet. During a series of motorcycle races, which preceded the automobile end of the program, the timers had some difficulty with the apparatus and most of the races were timed with ordinary stop watches. Fred M. Jacquith, who was in charge of the timing, declared, however, that the electrical device was utilized for both of De Palma's time trials, but this was denied by Fred Wagner, who officiated as starter and really conducted the entire meet, as the club officials showed a uniform ignorance regarding automobile track racing, this being their first venture as promoters of such a contest.

The match race between Robertson and De Palma had been advertised for several weeks as a struggle for a purse of \$2,000. Notwithstanding the elimination of this feature from the program by the accident to Robertson, who is idolized by the racing enthusiasts of Philadelphia and vicinity by reason of his two successive victories in the Fairmount Park contests, and despite the publication of a story



KLINE CAR, DRIVEN BY FAIRMAN, WINNING THE 10-MILE RACE



TOM BERGER IN WARREN-DETROIT WINNING THE 5-MILE RACE

to the effect that the widely-heralded race was to be a fake, with a certain amount of money guaranteed to each of the drivers, the attendance was the largest that has been seen at the Belmont track for several years and put to the blush in point of figures the crowds that have gathered at recent meets at Point Breeze.

The track had not been oiled, but this was not blamed on the Norristown club officials. It was laid to the door of the owner of the track, who, it is understood, refused to allow the sprinkling wagon to go around the track.

Tom Berger drove his Warren-Detroit to victory in a five-mile race with an Otto car, driven by Warner J. Macfarlane. The time was 5 minutes, 23 4-5 seconds.

A Kline Kar, driven by C. C. Fairman, was the winner in three events. In two of these, for five and ten miles respectively, its only competitors were two other Kline Kars, whose drivers were W. D. Morton and J. D. Kerr.

The program ended with a novelty race called a legal speed limit contest. Fred Wagner named six minutes and thirty seconds as a secret time for two laps of the course. The contestants were required to finish as near to the secret time as possible, with the provision that they must take more than six minutes in

order to qualify. This gymkana event was won by William Kruse in an Otto.

The summaries:

Event No. 1.—One-mile time trial by Ralph De Palma (Fiat); time, 49 1-5.

Event No. 2.—Five miles, Class C, Division 3, piston displacement 230 to 300 cubic inches—Won by Warren-Detroit (Berger); time, 5:23 4-5; second, Otto (Macfarlane); time, 5:39 1-5.

Event No. 3.—Five miles, Class B, Division 4, piston displacement 301 to 450 cubic inches—Won by Kline Kar (Fairman); time, 5:28; second, Kline Kar (Morton); time, 5:28 1-5; third, Kline Kar (Kerr); time, 5:34 1-5.

Event No. 4.—Ten-mile time trial by Ralph De Palma (Fiat); time, 8:31 1-5.

Event No. 5.—Ten miles, Class B, Division 4, piston displacement 301 to 450 cubic inches—Won by Kline Kar (Fairman); time, 10:44 2-5; second, Kline Kar (Morton); time, 10:44 3-5; third, Kline Kar (Kerr); time, 10:45 1-5.

Event No. 6.—Five-mile free-for-all handicap—Won by Fiat (De Palma); time, 4:57 2-5; second, Warren-Detroit (Berger); time, 5:03 2-5; third, Otto (Macfarlane); time, 5:06 2-5.

Event No. 7.—Ten-mile free-for-all handicap—Won by Kline Kar (Fairman); time, 10:32 1-5; second, Kline Kar (Kerr); time, 10:32 2-5; third, Otto (Macfarlane); time, 10:33.

Event No. 8.—Legal speed limit race for two miles; secret time, 6:30—Won by Otto (Kruse); time, 6:08; second, Otto (Macfarlane); time, 6:06 1-5; third, Kline Kar (Fairman); time, 5:57 2-5; fourth, Abbott-Detroit (Padula); time, 5:36 4-5.

Chavez Flies Across the Alps and Dies

George Chavez, of Peru, South America, linked his name in Alpine history with that of Hannibal and Napoleon when, on September 23 he successfully flew across the Swiss Alps and landed in Italy. Although he battled successfully with the conflicting wind currents which eddy around the towering peaks with an almost irresistible force, he was less fortunate when on the Italian side of the mountains and met with an accident, from the results of which he never recovered.

The daring aviator was competing for a prize of \$20,000 offered by the Italian Aviation Society for a flight from Brieg, Switzerland, to Milan, Italy. He was within 50 miles of his goal when something went wrong with his monoplane; one plane was seen to crumple under and the next instant Chavez and his aeroplane were dashing down toward the earth at a tremendous pace. When horrified spectators reached the wreck, they found that the aeroplane had been completely demolished and Chavez had been most seriously injured. His head was badly cut, many bones were broken and the physicians who responded to hurry calls said that the intrepid flyer had sustained internal injuries which, if they were not the eventual cause of his death, would incapacitate him for all time from making another ascent.

There was some difficulty in getting a start. For a week of more Chavez, Weymann, another American, and two Italian aviators had been in Brieg awaiting an opportunity to fly over the Simplon pass. Once the authorities interfered. Another time, when conditions were ideal at Brieg, it was found that the air currents around the crest of the mountains were such that it would have been suicidal to have made an attempt to navigate them. Another time, the atmospheric conditions were right, but it was found that the supply of gasoline was not great enough to take the aeroplanes over the summit.

When Chavez arose from the ground at Brieg, he headed straight for the Simplon pass and when he was over it he encountered a tremendous wind which made him alter his course and steer toward the Gondo Gorge. This failed to afford him the desired relief, and he was battered this way and that by the conflicting air currents.

The machine was very hard to control. It

leaped and plunged like a bucking broncho, swerving first in one direction, then the other. Time and time again, Chavez just managed to escape being dashed into the vertical side of some mountain craig. The wind, which was blowing a gale, gave the monoplane a hard fight, and the intense cold made it a great deal harder for Chavez to maintain his control of it.

After completing his flight over the towering peaks of the mountains, Chavez found himself over the Domodossola Valley. Looking downward from a height of 8,000 or more feet, he distinguished the Duray signal, indicating a safe place to land. Shutting off his motor the aviator commenced to glide down. When about 5,000 feet above the earth, a wire snapped and the machine, instead of floating downward, began to plunge down like a plummet. But even this ordeal did not terrify the Peruvian. He worked first one lever and then another, and at last managed to check the downward flight when the monoplane was a scant 200 feet above the earth. Although the last stage of the downward journey was made with the monoplane under partial control, it had come too late and Chavez was dashed with terrific force against the earth.

The distance from Brieg, Switzerland, to Milan, Italy, is about 75 miles and the prize was for the aviator who should make the first flight, starting from a table land 900 feet above sea level at the head of the Rhone Valley. In addition to reaching a height that would carry him over the Simplon summit and in doing which he must suffer severely from the cold, the aviator was required to guide his frail craft over wide chasms, notably the Gorge of Ysetts, where a safe descent was impossible and where an accident would have meant certain death.

Signal fires along the Napoleon road marked the way as far as Domodossola and the rest of the course was indicated by flags and buoys anchored on Lake Maggiore. The summit of the pass at Monscera was illuminated by oxydrique lights, and a captive balloon showed the finish at Milan.

The accident to Chavez so unnerved the other three aviators who were entered in the contest that they gave up all hopes of flying across the mountains, dismounted their aero-

Automobile Topics Speed Table

USEFUL FOR AUTOMOBILE RACES

The fraction of the second is always reckoned at the 1-5 above the actual fraction.

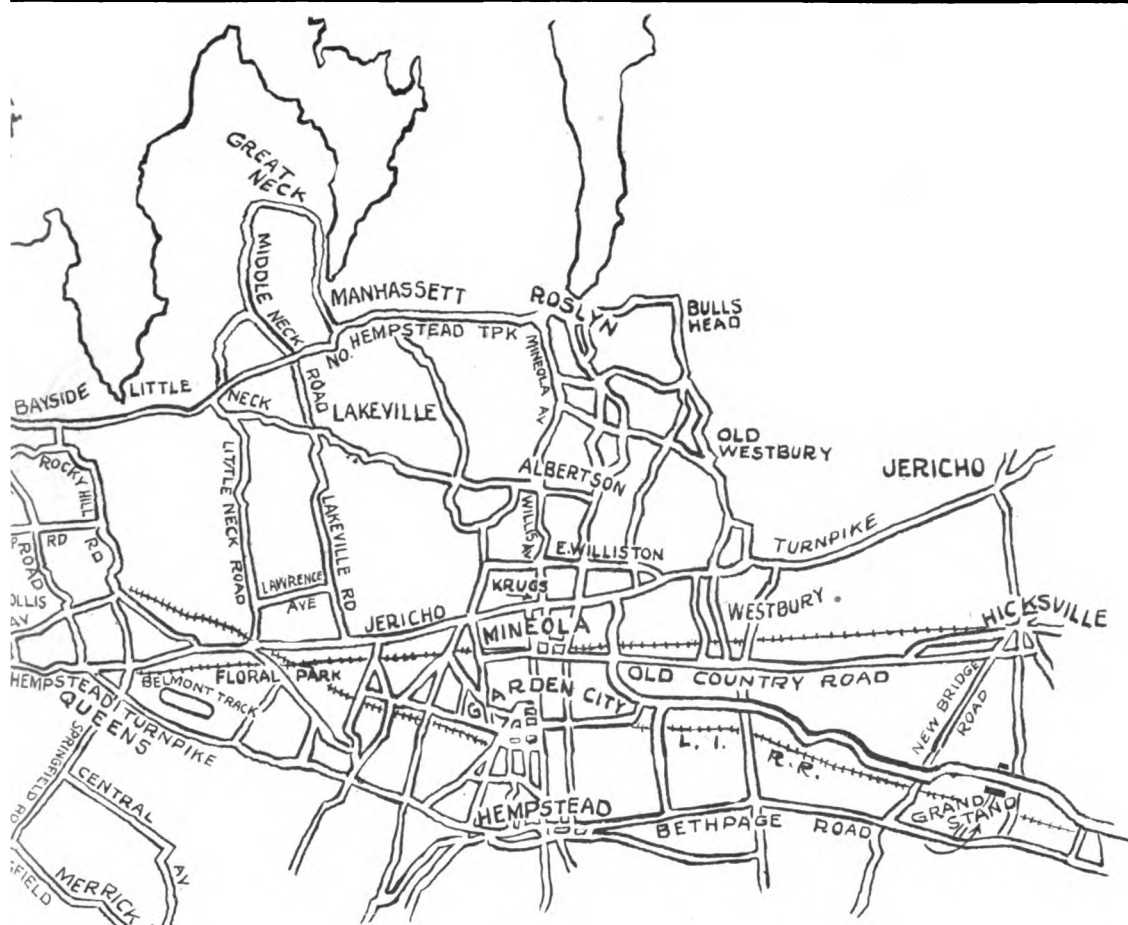
The fraction of the foot is reckoned at the nearest 1-4.

Miles per hour	Per mile m. s.	Feet per sec.	Miles per hour	Per mile m. s.	Feet per sec.
8 equals.....	7 30	11 3-4	58 equals.....	1 2 1-5	84 3-4
15 ".....	4 00	22	59 ".....	1 1 1-5	86 1-4
16 ".....	3 45	23 1-2	60 ".....	1 00	88
17 ".....	3 31 4-5	25	61 ".....	59	89 1-2
18 ".....	3 20	26 1-2	62 ".....	58 1-5	90 3-4
19 ".....	3 9 2-5	28	63 ".....	57 1-5	92 1-4
20 ".....	3 00	29 1-2	64 ".....	56 1-5	94
21 ".....	2 51 2-5	31	65 ".....	55 2-5	95 1-4
22 ".....	2 43 3-5	32 1-4	66 ".....	54 3-5	96 3-4
23 ".....	2 36 3-5	33 3-4	67 ".....	53 4-5	98 1-4
24 ".....	2 30	35 1-4	68 ".....	53	99 1-2
25 ".....	2 24	36 3-4	69 ".....	52 1-5	101 1-4
26 ".....	2 18 3-5	38 1-4	70 ".....	51 2-5	103
27 ".....	2 13 1-5	39 3-4	71 ".....	50 3-5	104 1-2
28 ".....	2 8 3-5	41	72 ".....	50	105 3-4
29 ".....	2 4 1-5	42 1-2	73 ".....	49 2-5	106 1-4
30 ".....	2 00	44	74 ".....	48 3-5	108 3-4
31 ".....	1 56 1-5	45 1-2	75 ".....	48	110
32 ".....	1 52 3-5	46 3-4	76 ".....	47 2-5	111 1-2
33 ".....	1 49 1-5	48 1-2	77 ".....	46 4-5	112 3-4
34 ".....	1 45 4-5	50	78 ".....	46 1-5	114 1-4
35 ".....	1 42 4-5	51 1-4	79 ".....	45 3-5	115 3-4
36 ".....	1 40	52 3-4	80 ".....	45	117 1-4
37 ".....	1 37 2-5	54	81 ".....	44 2-5	119
38 ".....	1 34 4-5	55 3-4	82 ".....	43 4-5	120 1-2
39 ".....	1 32 1-5	57 1-4	83 ".....	43 2-5	121 3-4
40 ".....	1 30	58 1-2	84 ".....	43	122 3-4
41 ".....	1 27 4-5	60 1-4	85 ".....	42 2-5	124 1-2
42 ".....	1 25 4-5	61 1-2	86 ".....	42	125 3-4
43 ".....	1 23 3-5	63 1-4	87 ".....	41 2-5	127 1-2
44 ".....	1 21 4-5	64 1-2	88 ".....	41	128 3-4
45 ".....	1 20	66	89 ".....	40 3-5	130 1-4
46 ".....	1 18 1-5	67 1-2	90 ".....	40	132
47 ".....	1 16 3-5	69	91 ".....	39 3-5	133 1-2
48 ".....	1 15	70 1-2	92 ".....	39 1-5	134 3-4
49 ".....	1 13 3-5	71 3-4	93 ".....	38 4-5	136
50 ".....	1 12	73 1-4	94 ".....	38 2-5	137 1-2
51 ".....	1 10 3-5	74 3-4	95 ".....	38	139
52 ".....	1 9 1-5	76 1-4	96 ".....	37 3-5	140 1-2
53 ".....	1 7 4-5	78	97 ".....	37 1-5	142
54 ".....	1 6 1-5	79 3-4	98 ".....	36 4-5	143 1-2
55 ".....	1 5 2-5	81	99 ".....	36 2-5	145
56 ".....	1 4 1-5	82 1-4	100 ".....	36	146 1-2
57 ".....	1 3 1-5	83 1-2			

Speed Table of 1910 Vanderbilt Cup and Grand Prize Course

1 LAP, 12.64 MILES, EQUIVALENT TO

Distance	Time per lap m. s.	Miles per hour	Rate per mile m. s.	Distance	Time per lap m. s.	Miles per hour	Rate per mile m. s.
1 lap.....	9 28 4-5	80	45	1 lap.....	12 13 1-5	62	58
1 ".....	9 36 2-5	79	45 3-5	1 ".....	12 25 4-5	61	59
1 ".....	9 44	78	46 1-5	1 ".....	12 38	60	1 00
1 ".....	9 51 1-2	77	46 4-5	1 ".....	12 50 3-5	59	1 01
1 ".....	9 59	76	47 2-5	1 ".....	13 03 1-5	58	1 02
1 ".....	10 06 4-5	75	48	1 ".....	13 18 2-5	57	1 03 1-5
1 ".....	10 14	74	48 3-5	1 ".....	13 32 4-5	56	1 04 1-5
1 ".....	10 24 2-5	73	49 1-5	1 ".....	13 46 1-5	55	1 05 2-5
1 ".....	10 32	72	50	1 ".....	14 01 2-5	54	1 06 3-5
1 ".....	10 40 1-5	71	50 4-5	1 ".....	14 19 1-5	53	1 08
1 ".....	10 49 3-5	70	51 2-5	1 ".....	14 34 1-5	52	1 09 1-5
1 ".....	10 59 4-5	69	52 1-5	1 ".....	14 52	51	1 10 3-5
1 ".....	11 10	68	53	1 ".....	15 09 3-4	50	1 12
1 ".....	11 20	67	53 4-5	1 ".....	15 27 3-5	49	1 13 1-2
1 ".....	11 30 1-5	66	54 3-5	1 ".....	15 47 3-5	48	1 15
1 ".....	11 40 1-5	65	55 2-5	1 ".....	16 07 4-5	47	1 16 3-5
1 ".....	11 50 4-5	64	56 1-5	1 ".....	16 28 3-5	46	1 18 1-4
1 ".....	12 03	63	57 1-5	1 ".....	16 50 4-5	45	1 20



Automobile Route from New York to Official Grand Stand

Cross Queensborough Bridge from foot of 59th Street to Long Island City; turn right to Crescent Street, to end of street, turning left at parked section of cross street.

Proceed over Jackson Avenue to approach to Thompson Avenue Viaduct, leaving Queens County Court House on the right.

Cross Viaduct into Thompson Avenue. Follow Thompson Avenue into Hoffman Boulevard.

Follow Hoffman Boulevard to Hillside Avenue, turning left at Disbrow's Garage.

From this point the route is identical with that from Brooklyn.

Note.—Motorists from New Jersey should take Pennsylvania Ferry at Jersey City to 23d Street, Manhattan.

Turning left to 24th or 25th Street; thence crossing the city and proceed to Queensborough Bridge, foot of 59th Street.

Motorists from Staten Island are advised to take South Ferry, adjoining and close to Staten Island Ferry, to foot of Atlantic Avenue, Brooklyn.

Proceed directly up Atlantic Avenue to Bedford Avenue, passing under Elevated

R. R. at Flatbush Avenue, and leaving the Armory of the 23rd Regiment on the right as they turn into Bedford Avenue. Proceed up Bedford Avenue to and passing the Grant Monument, in Grant Square, to Eastern Parkway, which will readily be recognized by the Slocum Equestrian Monument at the intersection of Bedford Avenue and Eastern Parkway.

Turn left, proceeding as suggested for motorists from Brooklyn.

These roads are the most direct, and the streets will be freer from traffic than others during the early morning hours.

Automobile Route from Brooklyn to Official Grand Stand

Leave Long Island Automobile Club at main entrance to Prospect Park.

Eastern Parkway to Bushwick Avenue, turn right.

Bushwick Avenue to Highland Boulevard, turn left (brick pavement).

Highland Boulevard, passing reservoir down hill, to Fulton Street.

Cross trolley tracks into Dresden Street.

Turn left on Ridgewood Avenue, following Ridgewood Avenue under Elevated R.R., to end of street.

Turn right one block.

Turn left on Rockaway Road (macadam), crossing Long Island R. R., to point where trolley car is met.

Turn left on Broadway (macadam), follow Broadway over Long Island R. R. tracks at Czone Park to Lefferts Avenue, over Long Island R. R. tracks to point where Long Island R. R. tracks and trolley converge.

Proceed one block, passing Carnegie Library, to Hillside Avenue.

Turn right on Hillside Avenue, passing under Long Island R. R.; pass Disbrow's Garage; pass Peace Monument in Jamaica.

Pass Jamaica Estates to Queens Road (indicated by sign-board); turn right.

Follow Queens Road to Jamaica Avenue. Turn left one block, following trolley,

which bears to the right on Queens-Hempstead Turnpike, passing Belmont Park, passing through Elmont and Franklin Square to Hempstead.

Keep straight on, passing new bank building on the right, Long Island R. R. on left, into the Bethpage Turnpike.

Follow Bethpage Turnpike east to a road which has been oiled, at which turn; there are signs indicating left turn to Official Grand Stand and Reserved Parking Space.

Note.—The route from Disbrow's Garage is indicated by blue arrows 30 inches long and 6 inches wide, bearing the legend, "Motor Parkway Grand Stand."

Illumination of Turns

All turns from the Bethpage Turnpike north to the official grand stand and official reserved parking space will be indicated by yellow and black signs, which, on the nights before both races, will be illuminated by batteries of calcium lights.

The road leading from Bethpage Turnpike to the unreserved (50c.) field will also be illuminated by a battery of calcium lights. There will be no charge made for cars in this 50c. admission field, which is unreserved.

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planes and departed for fields far removed from Brieg.

For a time Chavez showed some signs of recovering and then the terrible injuries he had sustained began to tell on him and on September 27 he died. He is the 20th victim of aviation.

Chavez, who was but 23 years old, was practically unknown to aviation circles until last August, when he rose to a height of 5,405 feet at the Blackpool, England, meet. A few weeks afterward, while flying at Issy, France, he broke all altitude records by rising to a height of 8,409 feet. This was his last big flight until he flew over the Simplon Pass, when he attained an altitude of 7,546 feet.

Many Entries Expected

PHILADELPHIA, Sept. 28.—That there will be at least twenty entries for the third annual Fairmount Park race to be held on Saturday, October 8, was the statement made by R. E. Ross, chairman of the Contest Committee of the Quaker City Motor Club, at a meeting of that body on Tuesday night. He declared that prospective entrants who have cars in the Vanderbilt race are awaiting the outcome of that contest before paying the entrance fee of \$500.

Mr. Ross called attention to the A. A. A. ruling requiring the posting of the entrance fee with the entry and said that it was only a matter of business for owners and manufacturing companies to make sure that their cars finish the Vanderbilt in fit shape before risking their money on another race. He added that he knew of twenty promised entries and in some cases the money was ready to be mailed immediately at the finish of the Vanderbilt race.

For the purpose of gaining valuable data regarding the conduct of the race and to assist in increasing the entry list, a committee from the Quaker City Motor Club will be in attendance at the Vanderbilt classic on Saturday. The committee consists of L. D. Berger, president; P. D. Folwell, A. A. A. representative; R. E. Ross, chairman of the Contest Committee, and G. Hilton Gantert, the club's official starter. The Philadelphia contingent of motorists in attendance at the big race on Long Island will be strengthened by the presence of the Shock Absorbers, an association of the automobile writers on Philadelphia newspapers.

A. T. James, who has charge of the sale of tickets for the Fairmount Park race, reported on Wednesday that the orders for boxes, parking spaces and seats for the contest are three times as numerous as they were the same time last year.

French Birdmen Pool Issues

Cortlandt Field Bishop, president of the Aero Club of America, cabled to the International tournament at Belmont Park, Long Island, N. Y., October 22 to 30, that it would be necessary to secure other aviators to compete for the prizes as the seven Frenchmen entered had agreed to pool their winnings.

Seven American aviators, however, have officially entered for the meet and the committee feels they are abundantly able to protect their own interests. England has three men entered, Italy expects to send a representative and Austria, it is thought, will enter four men. With all these, it is believed that the competition will be strong enough to make the Frenchmen work hard to carry off any of the honors, even if they have formed a combination.

The entries up to September 25 were as follows:

United States.—Charles K. Hamilton, Hamiltonian; Ralph Johnstone, Wright; Walter A. Brookins, Wright; Capt. Thomas S. Baldwin, Baldwin; T. C. Shriver, Shriver; John Moissant, Bleriot, and Henry Waymann, Farman.

France.—Count J. De Lesseps, Bleriot; Alfred Le Blanc, Bleriot; Hubert Latham, Antoinette; Leon Morane, Bleriot; Emile Aubrun, Bleriot, and M. Simon, Bleriot.

England.—Claude Grahame-White, Bleriot and Farman; J. Radley, Bleriot; Alec Ogilvie, Wright.

Poillot is Nineteenth Victim

A sudden wind eddy striking the aeroplane of Edmond Poillot while it was 60 feet above the aviation plain at Chartres, France, overturned it and threw Poillot to the ground. His backbone was broken and he died in less than 20 minutes without regaining consciousness. He is the nineteenth victim of aviation.

Orville Wright's Test Flight

Orville Wright flew from his testing ground at Simms Station, Ohio, on September 22, over Dayton, Ohio, to his father's home, and then, without alighting, returned to his starting point. The trip covered a distance of about 17 miles and was made in 30 minutes. During his flight he reached an altitude of 4,000 feet.

Motor Boats Race on Log-Filled Hudson

The annual motorboat carnival of the National Association of Engine and Boat Manufacturers, under the auspices of the Motor Boat Club of America, came to a conclusion on Saturday afternoon, September 24, after four days of interesting racing on the Hudson River off 158th Street, New York. While the entry list was a good one, nothing in the way of record-breaking performances occurred. The races were interfered with to a considerable extent on the last two days by the driftwood and the high tide, and several of the boats met with accidents. In all the damage done to the craft by collisions with submerged logs, etc., is said to have amounted to about \$40,000, and consequently it is likely that in the future the races will be held off Huntington, L. I.

The trophies were raced for on a point system, a point going to a boat's credit for every boat it defeats; also a point for finishing a race. The score of points in the different classes show the winners of the challenge trophies, which are held for one year, as follows:

International Trophy, Class B.—Speed boats—Tartar, 9; X. P. D. N. C., 2; Rapier, 0.

National Trophy, Class C.—Speed boats—Edith II., 29; Peter Pan III., 18; Vanish, 18; Vim, 15; Haida-Papoose, 7; It, 6; Vita, 0; Lance, 0; Traver, 0; Gunfire III., 0; Sand Burr, 0.

Motor Cabin Yachts, Class I.—Avis, 6; Caroline, 2.

Cruisers, Class E.—Spindrift, 6; Eronel, 0.

Cruisers, Class F.—Kathmar, 6; Gracelda, 2.

Launches, Class F.—Bunk III., 7; Imp, 4; Talequah, 4; Petite, 2.

The initial day of the carnival, Wednesday, September 21, was devoted to long distance races. There were three of these, one class of boats going to Poughkeepsie and back and the other two to Peekskill and return. The speed craft went the long course, 115 miles, and made fast time. Ten boats started in this long race at 9:35 in the morning. The starters were: Edith II., Peter Pan III., Vanish, Teaser, Sand Burr, Rapier, It, Ibis, Red Raven and Gunfire II. Peter Pan III. finished first, having made the trip in 5 hours 22 minutes 43 seconds. She averaged 21.43 miles an hour and took the prize offered for the best time over the course. Edith II., owned by A. E. Smith, won the race. She was only 25 minutes 38 seconds behind Peter Pan III., but the

latter boat had to allow nearly 30 minutes to the smaller craft. Gunfire II. broke down and returned to the starting line and I ran into a submerged dock opposite Newburg. Her shaft and propeller were badly damaged.

The races to Peekskill were for cruising craft and there were two divisions, over and under 40 feet. In the division for those under 40 feet there were seven starters as follows: Elmo II., Gracelda, Dell, Quadrant, Kathmar, Hie—on and Nutmeg. The Kathmar was the first to finish and she averaged 11.65 miles an hour for the course. She could not allow time to the others in the race and Elmo II., which has twice won the Marblehead race, was the winner. She averaged 9.27 miles an hour. In the division for those over 40 feet, the race for first place was a hot one between F. C. Haven's Avis and R. J. Schaefer's Edmee. The former boat finished first by 4 seconds. She had averaged 15.24 miles an hour. The winner, however, was Samuel Cochrane's Eronel, winner of the race to East Bermuda. She averaged 10.27 miles an hour. Eight craft participated in the over 40 feet division. They were: Eronel, Caroline, Spindrift, Avis, Wanderlust, Edmee, Marie and Wyandance.

There were races in seven classes on Thursday afternoon. The feature was the performances of the craft in Class D. The Vim, Peter Pan III., Edith II. and the Haida-Papoose were the chief attractions in this class. The races were run over a 5-mile triangular course with the start and finish off the Najme boat-house, at the foot of West 158th Street. In the race for speed boats 33 feet long and under, over a 30-mile course, the Vim, the largest of the nine starters, had to allow time to the others and in this she was not successful. Vim ran a consistent race and finished first a little ahead of Peter Pan III., while Edith II. was next. On corrected time the Edith II. won with Peter Pan III. second and Vim third. Edith II. is owned by A. E. Smith and is 20 feet long with a 40 hp. engine.

The Vim averaged a nautical mile in 3 minutes, which is at the rate of 20 nautical or 23.03 statute miles an hour. The Peter Pan averaged a nautical mile in 3 minutes 2 seconds, which is at the rate of 19.78 nautical or 22.88 statute miles an hour. The Edith II. averaged a mile in 3 minutes 8 seconds, which

is at the rate of 19.149 nautical or 22.05 statute miles an hour.

The Restless and Nameless, two boats built to participate in the recent Harmsworth trophy race, started in the high speed class. Restless secured the lead and gained 9 minutes on the first round of the 5-mile course. She increased this lead to 11 minutes later, but on the last round had trouble, so that Nameless, which was going well then, almost caught her. Nameless averaged 22.64 nautical or 26.072 statute miles an hour. Her best speed was 5 miles in 11 minutes 11 seconds, which is at the rate of 27.481 nautical, or 31.644 statute miles, an hour.

The winners in the other classes were: Speed boats, 40 feet and over, 30 miles—Tarter, elapsed time, 1:01:12. Cruisers, Class D, 60 feet and over, 20 miles—Avus, elapsed time, 1:44:53. Cruisers, Class E, 40 to 60 feet, 20 miles—Kathmar, elapsed time, 2:14:32. Open launches, Class G, 25 feet and under, 20 miles—Telequah, elapsed time, 3:02:27.

Six boats met with trouble through driftwood on Friday. They were the Nameless, Tarter, Peter Pan III., Haida-Papoose, Lance and Traver. The damage to the Nameless was the most serious of the day. She was on her last lap in the race for high speed boats, having a slight advantage over Restless, the other craft in the race, when she ran into a submerged log. It tore off one of her propellers and shaft and the broken shaft knocked a hole through her hull well below the water line, so that she began to fill at once. Several small boats went to the assistance of the crew and the boat was beached near Washington Point and later removed to Huntington for repairs.

Edith II. again showed a consistent performance and was the winner in her class—Class A, speed boats, 33 feet and under. She finished fourth, but on account of her size received allowances from Peter Pan III., Vim and Vanish, which gave her the race. In the cruising classes Avis, Spindrift and Kathmar were the winners. This was the second victory for Kathmar, she having won a race on the second day. She is a 40 footer with a 50 hp. motor. Imp won the 20 mile race for open launches in Class G, 25 feet and under with an elapsed time of 2:20:17. Bunk III. and Telequah were also starters in this class, but they went to help the Nameless.

Floating logs played havoc with the boats again on the last day of the series. Vita had a hole knocked in her hull and was towed to the Paula just in time to save her from sinking. Vim also struck a log and was forced to retire. The It and Peter Pan met with similar accidents. C. F. Seigel's Tartar went around the course alone in the contest for the international trophy, open to speed boats in Class B—over 40 feet and under 60 feet, over a 30 mile course. She made a very good showing considering that the course was 5 miles to each triangle and in the 30 miles she had to make 17 turns. She averaged 29.508 nautical or 33.978 statute miles an hour.

In the class for the national trophy, open to speed boats in Class C, 40 feet, over a 30 mile course, the Restless had a walkover, the Nameless being put out on the day previous. There were six starters in Class A for the interstate prize and although the Edith II. had secured the trophy she was started again. The Vanish finished first, having made a close fight with the Vim for three rounds, and then the Vim retired. Four boats in this class were disabled. The Edith II. finished second and won the prize on points. The cruisers Avis, Kathmar and Spindrift were winners in Cruisers Classes D, E and F, respectively, and were awarded the trophies. There was some difficulty in the launch class. On Friday Bunk III. and Telequah withdrew from the race to go to the assistance of the Nameless. The committee consequently threw that race out of the record, and as the Bunk III. had the best point score it was awarded the trophy.

Burned-Out Club Seeks New Quarters

The Worcester Automobile Club's suite of ten rooms in the Chase building at Worcester, Mass., was, as stated in these columns last week, destroyed by fire on September 22. The loss to the club will amount to about \$40,000 and the damage to the building will exceed \$100,000.

The fire started in the kitchen of the club and spread rapidly. All the paintings, furniture, trophies and the membership roll of the club were lost. The fifth, sixth and seventh floors of the building were burned out.

The club has established temporary quarters in the old Bay State House, but an effort is being made to obtain the Hancock Club quarters.

New Tangle Over New York's Speed Law

Speeding motorists who have been arrested since the new Callan automobile law went into effect on August 1 and who have not yet been tried may escape conviction as the result of the tardy action of the New York City authorities in failing to place signs on the main public highways stating the rate of speed allowed. Frank Moss, one of District Attorney Whitman's assistants, has called the attention of Acting Mayor Mitchell to the subject, but nothing was done until the last meeting of the Board of Aldermen, when the matter was referred to a sub-committee of the Board.

The new highway law has no numerical provision as to the speed at which motor vehicles may be operated in New York City. Mr. Moss quotes Section 287 of the law to prove this point, and then refers to Section 288, which upholds previously existing city ordinances as to speed regulations.

The Callan law, however, also provides that each city * * * shall have placed conspicuously on each main public highway signs giving the rate of speed allowed within the city limits.

Inasmuch as New York City has made no provisions for the display of these signs. Mr. Moss wanted the matter put up to the Board of Aldermen.

The text of Mr. Moss' letter is as follows:

I beg to call your attention to certain matters connected with the new Callan automobile law, which took effect on August 1, 1910, as Article 11 of the Highway Law.

This law contains no numerical provision as to the speed at which motor vehicles may be operated in this city. Section 287 merely provides "that every person operating a motor vehicle on the public highways of this State shall drive the same in a careful and prudent manner and at a rate of speed so as not to endanger the property of another or the life or limb of any person."

By section 288, however, it is provided, "that nothing in this article contained shall impair the validity or effect of any ordinance regulating the speed of motor vehicles or of any traffic regulation with regard to the operation of motor vehicles heretofore made, adopted or prescribed pursuant to law in any city of the first class."

Upon careful study and examination of the law, I have concluded that Section 454, of the Code of Ordinances, found on Page 105 of the said code, fixing a rate of speed of eight miles an hour for motor vehicles where the buildings are less than one hundred feet apart, and fifteen miles an hour where the buildings are more than one hundred feet apart, is binding and in force by virtue of the

provisions just quoted from Section 288 of the new law.

This ordinance came before the Court of Appeals in the case of *People ex rel Hainer*, 190 N. Y., 315, and it was there held that the ordinance was in all respects good and valid except that it was not operative owing to the city's failure to erect signs required by Section 299 of Chapter 30 of the Laws of 1909 (known as the Highway Law). In passing the new Callan law, the Legislature has not made its intention clear as to whether or not it requires cities of the first class "to have placed conspicuously on each main public highway where the city or village line crosses the same a sign stating the rate of speed permitted."

Following the provision from Section 288 of the new automobile law, above quoted, occurred these words:

"Provided, further, that the local authorities of other cities and incorporated villages may limit by ordinance, rule or regulation the speed of motor vehicles on the public highways, such speed limitation not to be in any case less than one mile in four minutes, and the maintenance of a greater speed for one-eighth of a mile shall be presumptive evidence of driving at a rate of speed which is not careful and prudent, and on further condition that each city or village shall have placed conspicuously on each main public highway where the city or village line crosses the same and on every main highway where the rate of speed changes, signs of sufficient size to be easily readable by a person using the highway, bearing the words, 'City of ———,' or 'Incorporated Village of ———,' 'Slow down to ——— miles' (the rate being inserted), and also an arrow pointing in the direction where the speed is to be reduced or changed, and also on further condition that such ordinance, rule or regulation shall fix the punishment for violation thereof, which punishment shall, during the existence of the ordinance, rule or regulation, supercede those specified in subdivision two of section two hundred and ninety of this chapter, but, except in cities of the first class, shall not exceed the same."

Inasmuch as this provision is separated from that which precedes it by a semi-colon, it would seem at first glance to refer to the local authorities of cities other than cities of the first class. But upon careful examination of the section we find that not every proviso therein is separated from the other by a semi-colon. Furthermore, we find in the last quoted portion of the section the words "and on further condition that each city or village." The section does not say "such city or village." If there were a semi-colon between the words "prudent" and "and" there could be no question but that the Legislature intended the words following "each city or village" to apply to each city or village whether of the first or any other class. Then at the bottom of the above-quoted portion of the section we read the words "but except in cities of the first class," showing

that the drawer of the statute may have carried in his mind the distinction between the cities of the first and of other class all the way through the section following the words "in any city of the first class."

We do not at all contend that the Legislature did intend to make the erection of these signs a condition precedent to the operation of the ordi-

nance; but inasmuch as they have left a grave doubt as to the meaning of their language, I am respectfully calling this matter to your attention, and am requesting you to lay the matter before the Board of Alderman, to the end that they may take whatever measures or steps necessary for the erection of the signs mentioned in Section 286 of the new Motor Vehicle Law.

Will Get Acquainted with Illinois Topography

Chicago motorists will be given an opportunity to learn something about the topography of the State of Illinois on November 7, 8, 9 and 10, when the 1,000-mile reliability run of the Chicago Club will take place. The Contest Committee has announced the itinerary of the run, and this shows that the cars will have to average more than 200 miles a day on the five days' run, and that they will visit more than 75 of the cities and towns in Illinois. The total distance will be 1,017 miles.

It was originally planned to have the run take in some of the other Lake States, but the motorists wanted to travel through Illinois, and after considerable argument the Contest Committee was prevailed upon to confine the route to that State. In previous years the tour has always started from and returned to Chicago each day, but this plan was also frowned upon.

Starting from Chicago on the first day, the route will include Elgin, Rockford, Freeport, Sterling and Moline, with the noon control at Rockford. On the second day the route will lie through Rock Island, Galesburg, Galva, Kewanee (where the stop for luncheon will be made), Princeton and Peoria. The third day the tourists will go through Bloomington, Lincoln, Springfield (where the noon stop will be made), then to Jacksonville, returning to Springfield and then to Decatur. Urbana,

Danville, Watseka, Chibanse and Kanakee is the route for the fourth day, and the last day of the trip will find the tourists going through Dwight, Streator, La Salle, Ottawo, Morris, Joliet, Plainfield, Aurora and back to the starting point in front of the club house in Chicago.

Although the field is divided into seven classes on price classification, for the purpose of allotting the pace schedule according to the capabilities of the cars, the trophies will not be given to the winner of each class. Instead, there will be five trophies on the general results. The touring car making the best showing will receive the Stewart speedometer trophy, valued at \$500, and donated by the Stewart and Clark Manufacturing Company, of Chicago. The best roadster will receive a \$500 trophy also. A team trophy will be given for the best team performance of the same make of car.

There will be a trophy for the car making the best showing on gasoline consumption, according to the Chicago Motor Club's formula, while the fifth cup will go to the tire concern whose product makes the best showing. At the same time the 1908 tie for the Goodrich trophy, which involved the Franklin, Haynes and Premier cars, will be decided. The Premier is ineligible for this contest because of its disqualification by the American Automobile Association.

Racing at Dane County Fair

A race meet was held at Madison, Wis., in connection with the Dane County Fair on September 23. Four of the six events were won by Buicks. The free-for-all, at ten miles, was won by a Pope-Hartford, Harry Nelson driving. The summary:

Five miles, for stock chassis listing at \$1,050 and under, for D. Hanson Cup.—Won by Oakland (Spooners); time, 6:25.

Two-mile four-top novelty race, for Gilbert-Anderson Cup.—Won by Buick; time, 4:06.

One-mile four-stop novelty race, for Madison Auto Cup.—Won by Buick; time, 2:31.

Two miles, for touring cars carrying four passengers or equivalent in weight, for W. J. Gamm Cup.—Won by Buick; time, 3:51.

Ten miles, for stripped stock chassis, \$1,500 or under, for J. A. Buckmaster Cup.—Won by Buick; time, 13:06.

Ten miles, free-for-all, for Paul Karberg Cup.—Won by Pope-Hartford (Estberg); time, 13:27.

The events were run off on a half-mile track, which was heavy from rain.

Winners in Louisville Run

A Maxwell roadster, entered by the Marshall-Clark Motor Car Company and driven by Tom Marshall, won the reliability contest of the Louisville Automobile Club, held September 20, 21 and 22, over a route of 442 miles. The car finished with a road score almost perfect, only one point being placed against it. The technical examination resulted in adding 31 points for a half-inch spread in the rear wheels, a loose bolt in the mud pan and a penalization for failure of the brake to stop the car within the limit. The winner received the silver loving cup offered by the Louisville *Herald*.

The economy division of the contest was captured by a Cole "30," entered by the Southern Motor Sales Company and driven by A. L. Martin. The total gasoline consumption was 27½ miles, an average of 16 miles to the gallon. The roads were heavy in many places and rain made the going difficult, so that the record was regarded as unusually good. The prize was the *Evening Post* trophy.

Withdrawals at the last moment held the entries down, but the contest aroused much attention all over the Bluegrass country, through which the run was made.

The other contesting cars were a Hudson roadster, entered and driven by A. L. McCormick, and a Regal touring car, entered by the Atlas Machine Company and driven by W. H. Emler. The former had a total penalization of 48 points, while a broken spring on the Regal, resulting in its withdrawal, caused a penalization of 1,400 points.

Eugene Strauss, president of the Louisville Automobile Club, acted as pilot, and a Cole "30" was the official car. L. H. Wymond was chairman of the Technical Committee and George H. Wilson chief observer.

Revenue Falls Below Expectations

The Callan automobile law, which its framers were so sure would add greatly to the revenues of the State of New York, is falling far short of the results expected from it. When it was passed, it was stated that it would bring at least \$1,500,000 to the State. Secretary of State Koenig's report of actual conditions, however, shows that the first estimate is 50 per cent. too large.

The law went into effect on August 1 and up to September 20 the receipts from it

amounted to but \$325,000. This will be swelled, so Mr. Koenig states, to \$340,000, by January 31, 1911. But even on this basis, it will bring the total revenue up to but \$750,000 for a fiscal year.

The State has issued about 54,000 licenses to automobile owners and nearly 2,000 to dealers. Licenses have been issued to about 20,000 chauffeurs. From these figures, Mr. Koenig says that he believes there are about 60,000 "live" automobiles in New York State.

Aviators Volunteer for Military Duty

A thousand aeroplanes, each equipped with its necessary operator, a bomb dropping device and a seat for a passenger, have been offered to the United States Government by John Barry Ryan, a son of Thomas F. Ryan, acting in the interests of the Aeronautical Reserve. This force is to cost the government nothing, the Reserve asking in return for its services only moral support and that an officer be detailed from each branch of the military and naval service to act in an advisory capacity and to assist in the organization of the Reserve on military lines. Although the proposition appealed strongly to the officials approached by Ryan, the question uppermost in the minds of all was where the thousand aeroplanes are to come from, and, when the machines have been secured, where will the Reserve get the men to operate them.

New Canadian Records Established

Three new Canadian records were established at a meet on the Kirkfield track, near Winnipeg, Man., on September 24. The one-mile Dunlop trophy race was won by W. Powers in 59 1-4 seconds. Powers also won the 25-mile race in 25 minutes 19 seconds. The 10-mile race for 4-cylinder cars was won by Guest in a Buick in 11 minutes 39 seconds. These are all new Canadian marks.

Good Races for Kansas City

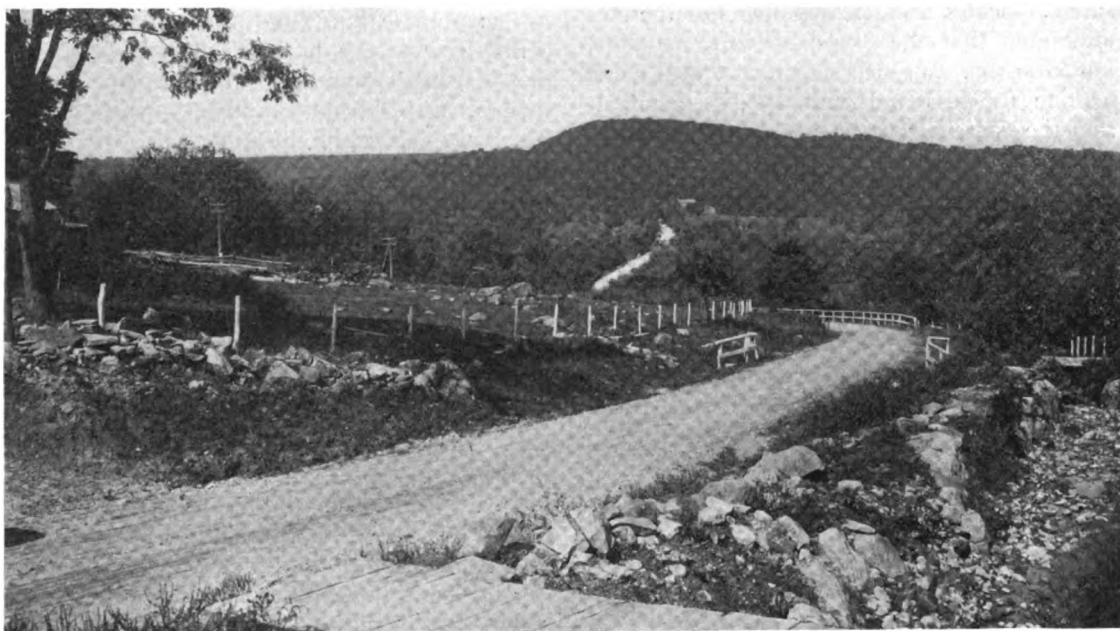
An attractive program of automobile racing has been arranged for October 4, 5 and 6, during the celebration in Kansas City, Mo., of the Priest of Pallas week. Nine events are scheduled, and on September 25 64 entries had been listed. Of these 17 were in the hour and a half race, which has been arranged to cover all three days, the cars to run a half-hour each day.

New Jacob's Ladder Road Celebration

After two years steady and hard work, the authorities of Massachusetts have made Jacob's Ladder a thing of the past and every motorist who has ever had occasion to tour through that part of the Bay State will heap blessings upon the heads of those who caused this infamous bit of highway to be numbered among the unpleasantnesses which pass eventually into history. It is doubtful if anyone regrets the changes that have been made in this piece of western Massachusetts road. It was no benefit to anyone and was a great

\$100,000, has constructed a new road which curves in a graceful semi-circle of one and a quarter miles at an average grade of 6.2 per cent.

The road from Springfield and Westfield winds along the Westfield river valley past Woronoco and through Russell to Huntington. This is a strip of 22 miles of fine macadam roadway. Crossing the covered bridge there two miles of gravel road are encountered, and this is in fair shape. And then from Chester Center there is a stretch of two and a half



A WIDE, GRACEFUL CURVE, WITH SLIGHT GRADE

detriment to many. The new road will make the territory guarded by the old apology for a highway much easier of access, and will cause the charms of this particular section of the State to be more widely known than ever before.

Morey hill, up which the old road climbed, is in the town of Becket and on the direct highway between Springfield and the points to the west. It was formerly a 23 per cent. grade and many cars came to grief when they attempted to reach the summit. But this has all been changed now and the Massachusetts State Highway Commission, after two years work and an expenditure of approximately

miles of macadam. At the Becket line the gravel road is resumed. The eastern end of the ladder is reached at a point a mile and a half further on. Passing around a shaded curve and across a handsome new concrete bridge, the route leads to Bonny Rigg Four Corners. For the rest of the distance there are a number of attractive concrete bridges and culverts.

From the top of the hill as reached by the new road, the old Jacob's Ladder, with its narrow and uneven roadbed, is in plain sight, and it makes a vivid contrast with the new. The new wide highway goes around the hill and then back into the old road where another

view of the "trouble" route may be obtained. The old stony swamp which made the former approach so difficult has been wiped off the map.

In the construction of the new State highway, the old road was followed, with the exception of four points where digressions were made to reduce the grade. These are the Abbey cut-off just west of Bonny Rigg Corners, 2,200 feet in length; the Jacob's Ladder cut-off, around Morey hill, 6,600 feet in length; and the Morse cut-off on the hill a half mile east of West Becket, 1,700 feet in length.

When it was first suggested to change the route of Jacob's Ladder, opponents of the idea maintained that the expense would be more than \$200,000. Engineers decided that it could be done for less and with \$50,000 available from the State the work was started in June, 1908. A special appropriation of \$15,000 was made to complete the work in 1909, and the highway commission appropriated an extra \$10,000 from its funds. The town of Lee also gave \$6,000. It is estimated that another \$2,500 will be necessary to entirely complete the job.

Formal exercises on September 24 marked the opening of the new road and showed to a small extent just how glad motorists are that the old climb has been eliminated. On the summit of the hill, a flag pole had been erected and as a National Guard bugler blew "colors," Mrs. George Westinghouse raised an American flag to the top of the pole. Then a three-ton boulder was unveiled and on this a bronze tablet will be placed later. Around the boulder were placed stones from all parts of the world, and these will be placed in the cement base which will be built under the boulder. Mrs. Robb De Peyster Tytus, of Tyringham, unveiled the boulder.

Brief addresses were made by Allan T. Treadway, of Stockbridge, president of the Massachusetts Senate; Dr. De Witt Mallory, of the International College of Springfield; Captain Nicholson, personal representative of Governor Draper; Harold Parker, of the Massachusetts Highway Commission; Mayor Lathrop, of Springfield; George R. Cooper, of Pittsfield; Charles J. Glidden, Joseph A. Lawrence, of Albany, N. Y.; and Lewis R. Speare, president of the American Automobile Association.

Morey hill was named from the farmstead located on the summit at the junction of the old Ladder road and the north and south road. This was formerly the old Viets place, Henry Viets settling there in 1763. His son sold the place in 1838 to Prentiss Chaffee, who in turn sold it to Calvin Morey. Chaffee's mother was a daughter of Colonel Thomas Knowlton of Revolutionary War fame. Nathan Hale was a member of the company in which Knowlton enlisted. The eastern limit of the hill is marked by the Camp place and the Calvin Geer farm is at the western extremity.

Gives Reason for Non-Return of Cup

The muddle and row over the recent reliability run of the Kansas City (Mo.) Automobile Club seems no nearer settlement now than it was when the contest was ended. Chairman Butler, of the American Automobile Association, has instructed the Kansas City agent for the Buick cars to return the *Star* trophy which was awarded by Secretary Stevens, of the Kansas City Club, and the agent has replied that the cup has been sent to the factory and is out of his possession. The appeals of the Reo and the Ford are still pending and the officials of the Kansas City Club frankly admit that they are up "in the air" over the whole matter.

Good News for Americans

A dispatch from Paris this week states that Mons. Millerand, the French Minister of Public Works, has decided that France hereafter will grant certificates to foreign automobilists belonging in countries that did not adhere to the international automobile travel convention of a year ago.

Under this decision Americans will be permitted to tour in Europe with French certificates, though the United States was not a party to the international convention.

The approaches to the new Manhattan bridge over the East River, New York, are being repaired and the commissioner of bridges is also having the steel covers, which connect the various parts of the bridge, laid flush with the roadway.

Arrangements are being made by the members of the Automobile Club of Harrisburg, Pa., to hold a club run to the York Fair.

Diagrams Out for Boston Show

The Boston Automobile Dealers' Association sent out this week the space application blanks, diagrams, rules and regulations for the ninth automobile show, which will be held in Mechanics' Building, Boston, Mass., March 4 to 11, 1911. In sending out the printed matter those who have been waiting for some definite announcement as to whether the next show would be a licensed one or not got their answer. It will be an open show.

At the last show, when licensed dealers' show associations were being formed in different cities, one was organized in Boston. Then the intimation was given out, though unauthorized, that the 1911 show in Boston would be for licensed cars. That a show in which unlicensed cars would be barred would lead to an independent show here, however, was evident. With the new Boston Arena finished this would give a place for another show, and there would be much confusion that would upset the prosperous conditions which have prevailed in New England motor circles for years.

The allotment of space for the exhibitors will be made early in October. Already there is a big demand for a chance to get in this year. Some idea of this is contained in one of the rules governing the show, that says the management reserves the right to prohibit the exhibition of more than one sample of each model; that is to say, any two cars or chassis so nearly alike that the purpose of the exhibition might be served by the display of one of them. Change of color or upholstering, style of tops or other features, mechanical or otherwise, which might be explained with the display of a complete car, will not be considered distinct models.

The building will be divided up the same as in other years, with the pleasure cars on the ground floor, the commercial cars in the basement and the accessories in the balcony.

Sanctions for Many Events

The following is the latest schedule of events sanctioned by the Contest Board of the American Automobile Association:

Track

- Narberh, Pa., Norristown Auto Club, Sept. 24.
- Sioux City, Interstate Fair, Sept. 24.
- Detroit, Mich., Michigan State Agricultural Society, Sept. 24.
- Milwaukee, Milwaukee Auto Club, Sept. 27.
- Springfield, Illinois State Fair Board, Oct. 1.

- Omaha, Omaha Motor Club, Oct. 1, 2.
- Kansas City, Kansas City Auto Dealers, Oct. 4, 5, 6.
- Des Moines, Oct. 6.
- Santa Ana, Cal., Orange County Carnival, Oct. 6, 7, 8.
- Danbury, Danbury Agricultural Society, Oct. 8.
- Spokane, Interstate Fair, Oct. 8.
- Amarilla, Texas, Panhandle Auto Fair Association, Oct. 10, 11, 12.
- El Paso, Ill., El Paso Journal, Oct. 13, 14.
- Dallas, Dallas Auto Club, Oct. 27, 28, 29.
- Phoenix, Ariz., Maricopa Auto Club, Nov. 7.
- Mt. Vernon, Mt. Vernon Auto Club, Nov. 6.
- San Antonio, San Antonio Auto Club, Nov. 10, 12, 13.
- Los Angeles, Los Angeles Motordrome, Nov. 26, 27.
- Los Angeles, Los Angeles Motordrome, 24 hours, Dec. 25, 26.

Road

- Vanderbilt, Motor Cups Holding Co., Oct. 1.
- Fairmont Park, Quaker City Motor Club, Oct. 8.
- Los Angeles-Phoenix Maricopa Auto Club, Nov. 5-7.
- Santa Monica, Los Angeles Dealers' Association, Nov. 24.

Reliability

- Minneapolis, Minneapolis Auto Club, Sept. 30-Oct. 4.
- Wichita, Kansas, Kansas Magazine, Oct. 10-15.
- Greater New York, New York American (Commercial Vehicles), Oct. 28, 29.
- Washington-Richmond, Washington Post, Oct. 14-18.
- Georgia, Atlanta Constitution, Oct. 17.
- Boston, Boston American (Commercial Vehicles), Oct. 21, 22.
- Chicago, Chicago Motor Club, 1,000 miles, Oct. 26, 27, 28, 29.
- New Jersey, Auto Club, Hudson County, Oct. 29, 30.

Getting After Cleveland Thieves

So many cars have been stolen recently in Cleveland, Ohio, that Secretary Maxwell, of the Cleveland Automobile Club, has appealed to all Cleveland motorists for prompt notification of all thefts of cars. Cash rewards have been offered by the club for such information. The Cleveland police have been powerless to stop the stealing, and the club has employed detectives to recover stolen cars.

The first sociability run of the Reading Automobile Club was held on September 27, 40 cars and about 150 occupants participating in an 80-mile run from Reading to Valley Forge and back. The committee was: E. S. Wertz, C. D. Moser, J. J. Witman, M. F. Wilkinson and H. L. Hawk.

More Sanctions Granted

Chairman S. M. Butler, of the Contest Board of the American Automobile Association, announced on September 24 that the following sanctions had been granted by the Contest Board between September 9 and 23:

No. 252.—Oct. 27, 28, 29, Track, Dalles Auto Club.

No. 253.—Sept. 14, Track, Kalamazoo, Mich., Walter Hempel.

No. 254.—Sept. 17, Track, Toledo Fair Association.

No. 255.—Sept. 16, Track, Grand Rapids Auto Club.

No. 256.—Sept. 24, Track, Detroit, Mich., Michigan State Agriculture Society.

No. 257.—Oct. 10, 11, 12, Track, Amarillo, Texas, Panhandle Auto Fair Association.

No. 258.—Sept. 17, Track, White Plains, N. J., Westchester County Fair Association.

No. 259.—Sept. 27, Track, Milwaukee Auto Club.

No. 260.—Oct. 7, 8, Track, Santa Ana, Cal., Orange County Carnival of Products.

No. 261.—Sept. 30-Oct. 4, Reliability, Minneapolis Auto Club.

No. 262, Aug. 24, 25, 26, Reliability, Omaha Motor Club.

No. 263.—Sept. 24, Track, Sioux City, Iowa, Sioux City Inter-State Fair.

No. 264.—Oct. 28, 29, Commercial Vehicle Reliability, Chicago Evening American.

No. 265.—Oct. 17, Reliability, Atlanta Constitution.

No. 266.—Oct. 26-29, Commercial Vehicle Reliability, New York American.

Black and Yellow for Pennsylvania Tag

Specifications for the new automobile tags for Pennsylvania for 1911 are being prepared in the office of Highway Commissioner J. W. Hunter. Bids for 35,000 of the new tags will be asked for within a month or six weeks. The new tags will be black figures and letters on a yellow background. The keystone and the other distinctive features of the present tags will be retained.

Long Island Grade Crossings to Go

Motorists will be pleased to learn that within the next few weeks the Long Island Railroad will start work to eliminate its grade crossings in Greater New York on the road between Winfield and Jamaica Avenues, near Dunton; on the Montauk division running through Richmond Hill; and on the main line, Montauk and Atlantic divisions through a portion of Richmond. The city will alter its maps to allow for the changes resulting from

the closing of streets in Jamaica, Richmond Hill, Woodside and Dunton. At points where changes are made in the position of the tracks the municipality will lay new streets to run parallel with the trackway and will relocate some thoroughfares in the towns to conform with the new layouts.

The railroad and the city will divide the cost of the proposed improvements. The city will pay \$450,000 in three payments of \$150,000 each on July 31, 1911; March 31, 1912, and the last when the work is finished.

Secret Run Greatly Enjoyed

More than 150 persons enjoyed the secret time run of the Cleveland (O.) Automobile Club, on Sunday, September 18. The route led from Cleveland to Youngs, at Long Lake, just south of Akron, a distance of 39.7 miles. John G. Spenser, driving a Cadillac, completed the distance in 2 hours 49½ minutes, which was 1½ minutes slower than the time selected by the committee for the run. The woman's prize was won by Mrs. Fred Woods, whose time was 2:47½.



FRENCH SOLDIERS SHOOTING AT AN AEROPLANE

Automobile Topics

Illustrated

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS

Published by AUTOMOBILE TOPICS (Incorp.)

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A Classic Race in the Balance

Today will mark an epoch in Vanderbilt Cup race history. Before the day is half over it will be known whether the famous classic was able to "come back" and demonstrate anew its power to thrill and interest hundreds of thousands of people who have come to look upon it as the great annual outdoor festival.

It is always a serious thing to break the continuity of an event like the Vanderbilt Cup race. Still more serious is it to permit the standard set by former contests to be lowered. Contrast is inevitably made with the races of the past, and any falling off is detected instantly. When the Vanderbilt Cup race was revived in 1908, it was but a shadow of its former self, viewed as a contest of skillful and fearless drivers and powerful, speedy cars. Last year it was little if any better in this respect, and there was the additional handicap of an extremely cold and disagreeable day. The two combined came very near to putting a quietus on the race.

In today's contest the good old plan of starting at dawn, in the grey of a fall morning, is being returned to; and many predict that this alone will accomplish wonders in bringing about the revival of popularity. Another factor in the matter is the record-breaking entry list that has been received. No such collection of cars has ever figured in a Vanderbilt Cup race.

Taken in connection with the fast laps made in practice, indicating a race in which phenomenal time will be made, it is already plain that the appetite of the general public will be whetted and that a multitude of people will journey to the scene of the race, and that the course will be enveloped by a swarming mass of humanity.

Under such conditions it will be made plain whether the race is capable of regaining and maintaining its hold on the sport-loving populace. If it cannot the contest itself is doomed.

PREVENTIVES AND REMEDIES

The owner-driver not infrequently discovers, after he has laboriously ground in his valves, that even the very poor compression which existed before he began work has disappeared, and that as the result of his labor he has not enough compression wherewith to start his engine. This annoying experience may be due to imperfect cleansing of the valve chest. Particles of carbon or abasive have been left therein, and prevent the valves from sitting down hard on their seats. In emergencies the compression may generally be regained by twisting the valves round under pressure from the brace or screwdriver, but if the obstruction be a particle of abasive, scoring is likely to ensue, and will nullify any good effects expected to result from the grinding. Obviously during the process of valve grinding the orifices to the combustion chambers should be plugged with waste or cotton wool, and the valve seating and chest should be carefully cleaned with a wet rag and sluiced with paraffin before the valves are replaced.

Both chauffeurs and owner-drivers often grumble at the time required in running viscous motor oils into their proper receptacles. Engine oils run fairly freely, provided the tank has a fair sized aperture, but the coarser oils used for axles and gear boxes, and the thicker varieties used for the high speed engine, often trickle very slowly. The propensity of a very gentle heat applied for a few minutes to thin such oils almost to the consistency of water is not often taken advantage of. It is overlooked because these oils are known neither to burn nor vaporise except at high temperatures. If the can of oil is placed on the kitchen stove for ten minutes before approaching the car, the axle may be charged as quickly as though it were lubricated with gasoline. The tip applies also to the filling of dash lubricating tanks which have small apertures, and to putting up a spare supply in a gallon can, which seldom possess an orifice of generous dimensions.

The back of the front seats is very liable to become badly scratched, especially when boxes or lunch baskets are carried on the floor of the back of the car. A good protector or crape may be made of felt or cashmere of a color

matching the upholstery of the car, and attached to the back of the front seats by means of turn buttons. Useful pockets are fitted.

In case of side-slip never apply the brakes; this will only aggravate matters; counteract the slipping by steering, and reduce the speed, but keep a little driving power on the wheels, as a car always travels in the line of least resistance, the fact of side-slipping shows that there is more resistance to a forward than to a lateral movement; braking will only increase this disparity, but a slight drive behind the wheels will obviously tend to overcome it.

Drip sight-feed lubricators should be cleaned out periodically. A good method is to fill up the oil tank with kerosene instead of oil, and rotate the engine by hand so as to circulate the kerosene through all the pipes, to clear them. The kerosene, having afterward been driven out, a proper lubricant should be substituted. Always adjust sight-feeds of lubricators to feed more oil when the engine is new—say, for the first 500 miles—after which a lesser quantity will be sufficient.

Automobiles that are upholstered in light-colored leather frequently present an appearance of untidiness which can easily be overcome. To clean and remove stains from light-colored leather, the following mixture may be used with good effect: Boil a pint of milk, let it cool and add one drachm of sulphuric acid. Shake well and then add half a drachm of oil of lavender, one pint of vinegar and the white of one egg beaten to a froth. Keep in a tightly corked bottle.

Nine out of ten of the ailments which afflict accumulators may be traced to the electrolyte. The fluid must be kept above the level of the plates, and should one not be certain whether a diminution in the amount of the electrolyte is due to evaporation or to spilling of the fluid, it is good practice to renew the acid solution altogether rather than run any risk of having the fluid either too strong or too weak in acid. Cuts of any considerable size and punctures should be vulcanized so as to keep dampness or dirt from the fabric, as same is liable to rot and cause blowouts.

COMMERCIAL MOTOR VEHICLES

Aiming to eliminate haphazard trucking from the streets of Greater New York and thus in some measure relieve the congestion in the metropolis, a plan has been devised to systematize the motor truck traffic and, by means of central transfer points, effect material saving in the carting bill of the merchants doing business there. Steps to put the

of routes radiating into the principal wholesale quarters, at the outskirts of each of which a transfer station will be located. At these stations the contents of the trucks, each of between three and four tons capacity, will be distributed into smaller trucks. This transfer is considered advisable for various reasons. To begin with, the great volume of freight to



LOADING A MOTOR TRUCK AT THE BUSH TERMINAL

plan into operation are under way and within the next nine months its promoters hope to be testing it.

As a first step toward reaching its aims, the Bush Terminal Company, the concern in question, is erecting a 10-story freight station and loft building in 29th Street, between First and Second Avenues, New York. But this is to be only a link in a chain. Some time ago the company announced its intention of starting a motor-truck-city-delivery system with its focus in South Brooklyn, choosing that point because of the great number of immense loft building and shipping agencies located there.

Motor trucks are to gather their freight from the factories and wholesalers in that section and then go to New York by one of the ferries or over one of the bridges. Once in Manhattan the trucks will follow a schedule

be handled from South Brooklyn will necessitate a maximum number of trips and this, in turn, can only be reached by reducing the length of the hauls to a minimum. This latter will be arrived at by confining the hauls to the distances between the loft buildings and the transfer stations. Furthermore, the large trucks could not make economical, swift and convenient deliveries in the narrow streets of the wholesale districts, while smaller vehicles can be operated without adding to the traffic congestion and without waste of labor and motor power.

It is estimated that about ten transfer stations will be required to serve the commercial sections centred along and around Worth, Canal, Grand, Fourteenth, Twenty-third, Forty-second and Sixtieth Streets; the upper part of Broadway and One Hundred and Twenty-fifth Street.

The building now in course of construction will involve an outlay of about \$250,000. The plans call for a frontage of 100 feet and a rear width of 115 feet by a general depth of 98 feet. The principal equipment of the ground floor will be a central loading platform reached by two entrances, one on either side of the building, and two freight elevators of about 10 by 10 feet. Provisions have been made for the accommodation of between 15 and 20 4-ton motor trucks, and three times that number of one to two-ton trucks, and an ingenious plan has been devised for the rapid transfer of freight from the large to the smaller motors. The body of the former will consist of several compartments, and in loading these in South Brooklyn care will be taken to have the contents of each "cartridge" correspond to one of the districts to be served in this manner. Thus the necessity for redistribution will be avoided. These cartridges will, of course, fit the chassis of the smaller trucks and their transfer to the latter will be only a matter of a few seconds. The cost of the large trucks is approximated at about \$4,000 each and the smaller ones are listed at about \$2,000 and \$3,000.

In taking cognizance of the inevitable ascendancy of the motor truck, and the necessity of guarding against confusion by early systematization, the Bush Terminal Company has made careful calculations of the respective

cost of horse and motor trucking, and found the balance convincingly in favor of the latter. If a merchant has to employ three drays, each of which can cover an average of two and a half miles an hour for 300 working days of six hours each, to cover a certain distance each day will he not save time and money by using a 5-ton motor truck which will make eight miles an hour, or 48 miles a day, against the aggregate of 45 miles made by the three horse-drawn drays? In other words, three drays and seven horse are required to do the work of one motor truck.

As far as expense goes, the drays, horses and harness are worth \$3,550 and the truck costs \$3,750. The yearly expenses for the drays are \$1,187 and for the truck \$710. The operating cost of three drays would be for a year \$5,205 and for a truck \$2,655. This will show that for \$250 more in the original price a vast saving could have been effected before the end of the year.

The foregoing figures favor the horse-drawn vehicle. The life of a motor truck can be definitely predicted. That of a horse is problematical. Furthermore, the application of a proper method in the matter of hauls will bring the cost of carting far below the estimates quoted, and, finally, the division of a city into delivery zones will result in speed and economies unthinkable when unsystematized horse truck service is used.



MOTOR VEHICLES IN THE BRITISH ARMY MANOEUVRES—TRACTOR ENTERING CAMP

Motor Coach for School Children

The Willys-Overland Company has built a motor coach for the kindergarten of Knickerbocker Hall, Indianapolis, Ind. The coach will be used in taking the children to and from school and in making trips through the suburban districts to allow the children to study nature. Miss Julia Lively, who will have the automobile in her charge, believes that it will add greatly to the work of the school. Besides being ideal for nature study trips into the woods, it will teach the little folk principles of self-reliance and primary methods of business, as every child will be given a book, with fare marked, which will be punched by the driver daily.

Dumping Body on White Truck

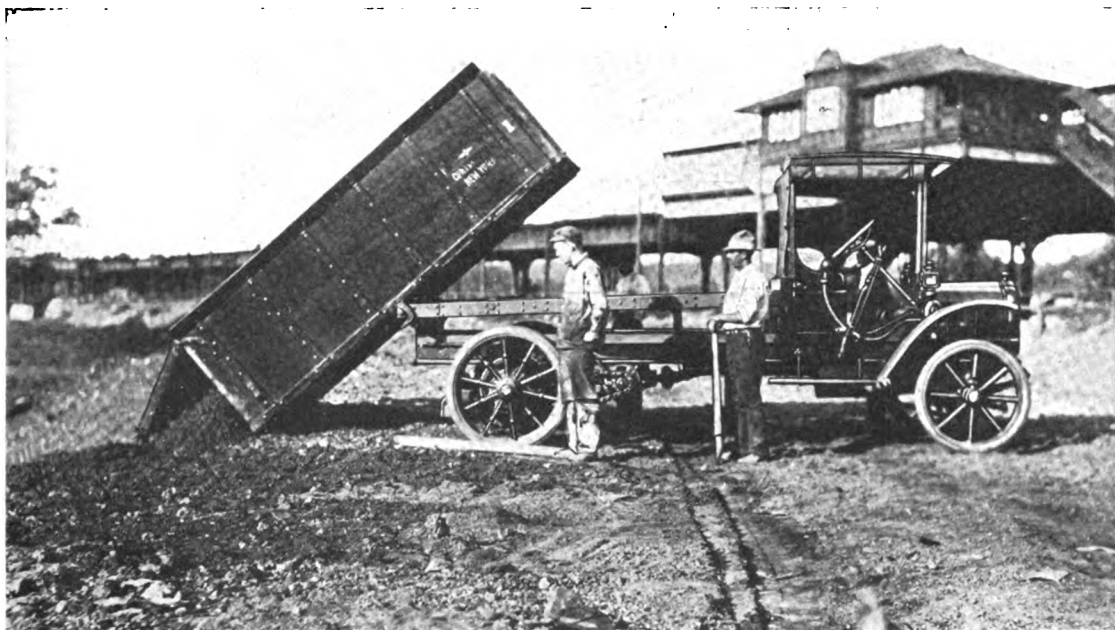
A suitable dumping body has at last been designed for the motor truck, and is placed in operation by a firm of contractors, McDonald & Barry, of New York. This firm has a contract for hauling cold, ashes, gravel and similar city work, and The White Company were

economy of operation and is now carrying wet ashes from a power house situated on the Harlem River at 224th Street to a new street which is being filled in at Broadway and 240th Street. The truck carries a load of seven cubic yards of ashes a distance of over a mile. In comparison with horses, the regular teams which have been used on this work have been hauling three and a half cubic yards to a load, and the daily trips average from five to six. The truck has been carrying twice as great a load and has averaged from ten to twelve trips, or double the number of trips. In other words, has easily done four times the work, or taken the place of four horse-drawn wagons.

Of course, there can be no comparison of expense of the upkeep of four teams as compared with one motor truck.

New York's Motor Fire Apparatus

One of the first official acts of Fire Commissioner Waldo, of New York City, upon his return from a two weeks' vacation, which he



NEW WHITE TRUCK DUMPING A LOAD OF ASHES

asked to design a suitable dumping body which would handle material quickly and make the motor truck feasible and economical. This was done, and the first truck has now been in operation some two months.

It has proved a revelation in efficiency and

spent in an automobile tour of Detroit, Mich., during which he studied the subject thoroughly, was to award the contracts for the new automobile fire apparatus for New York. The contract for the six hose wagons was given to the Webb Company and the contracts for the

two delivery trucks and the motor propelled pumping engine were awarded the Knox Company. No bids were received for the automobile hook and ladder truck.

Another motor pumping engine will be contracted for in the near future, but the specifications for this are not as strict as those for the first one. The only requirements will be relative to the speed of the apparatus and its ability to maintain a certain pressure and deliver so many gallons of water a minute.

Motor Package Delivery System

The Binghamton, N. Y., Taxicab Company is arranging to put into operation an automobile package delivery system in Binghamton within the next two weeks. For this purpose special cars will be purchased and stations will be established in drug stores, department stores and other places where packages can be left for delivery. Call will be made at all these places every two hours to pick up packages, which will be taken to the central station, where they will be sorted and arranged for distribution to the different sections of the city. In addition to this general business, arrangements are being made with many stores to deliver goods for them at special rates.

New York Wants More Cars

The New York Board of Alderman at its last meeting was asked by the Commissioner of Charities and the Commissioner of Parks in the Bronx for permission to purchase automobiles in the open market. Both requests were referred to a sub-committee for reports.

Commissioner Tompkins, of the Department of Docks, was allowed to purchase an automobile; Commissioner Stover, of the Department of Parks, Manhattan, was allowed an appropriation of \$4,500 for a car, and President Miller, of the Bronx, was given an appropriation to purchase several cars.

Approves Motor Chemical Wagon

At the last meeting of the city councils of Reading, Pa., both branches approved the purchase of a motor combination chemical and hose wagon for the Liberty Company of the fire department. The councils authorized an expenditure of between \$2,000 and \$3,000 for the truck.

Merion's New Acquisition

The Merion Fire Company, of Ardmore, Pa., is enthusiastic over an automobile chemical engine that was recently added to its equip-



MOTOR TRUCKS TRANSPORTING SUPPLIES FOR FRENCH ARMY

New Measure of Motor Car Value Created

by the

20,000 buyers are now enthusiastic users of these cars while a year ago there were but 4,000.

Overland
for
1911

(Licensed under the Selden Patent)

1,000 dealers are now selling these cars while a year ago there were but barely 50.

There must be something superlatively desirable in a car that could forge to the front in a single year, win the confidence of its buyers, and prove the most attractive and profitable of all lines for its dealers.

Investigate Now. Delay Means Disappointment.

Our master designers have created 22 highly attractive models largely based on foreign trend. They will take their place among the most approved cars in the world. No cars are made at any price with better style, lines or finish; no cars offer such mechanical qualities for anywhere near the same money.

22 four-cylinder models from 20 to 35 horse power, from \$775 to \$1675, including magneto and full lamp equipment.

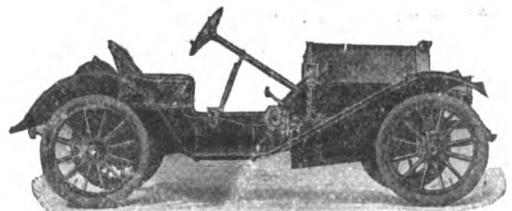
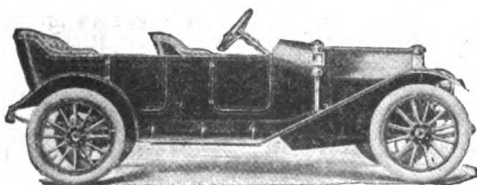
1911 Models Include Fore Doors, at Your Option, Free

The new Overlands are made with fore doors and without—your choice at one price. The fore door models, for which most makers charge extra, sell the same as the open front. We do this because fore doors will undoubtedly be the coming vogue.

We will continue to manufacture five of the models produced in 1910, but, as a result of a large investment for new factory equipment, the price of these models, as well as all new models will be reduced on an average of 8 per cent.

Our prices for 1911 begin at \$775 for 20 h. p. four cylinder; and \$850 for a Torpedo Roadster, four cylinder. The 25 h. p. sell at \$1000 to \$1095 according to transmission. The 30 h. p. sell at \$1250. So does the Inside Drive Coupe. The prices run to \$1600 and \$1675 for the finest possible 35 h. p.—118-inch wheel base.

Write for our advance catalogue, showing designs and specifications



The Willys-Overland Co., Toledo, O.

Loose Sheets of This and Previous Sections May be Obtained by Remitting 10c. for Each

SOUTH BEND, IND., TO ST. LOUIS

Second Section—Terre Haute to St. Louis

The route from Terre Haute to St. Louis is, for the greater part of the way, over the old national road. There are some short stretches of stone pike, but the greater part of the way is composed of natural roads—dirt, clay and sand. These give good going except in wet weather. The details follow:

From Wabash and Seventh Streets go west on Wabash Street and continue across two railroads and bridge to prominent left hand street, where turn right and direct through Cohn. To center of Marshall, Ill. Cross ford and R. R. and bear right to

Martinsville (27.6 miles).

Straight through town on principal street. Pass Oak Leaf station on left and running on to macadam follow same through Casey. Pass Vevay Park Station. Direct to Greenup. Straight through, bearing left down grade, curving right at bottom of grade. Over Ambrose River. Pass Jewett station. Straight ahead, winding to the right over bridge. Pass Woodbury station and at the end of the road turn left across R. R. Curving right along R. R. tracks, recrossing same. Straight ahead, passing Meltrose station. To

Teutopolis (62.1 miles).

Straight through town and direct to center of Effingham. A short distance beyond business center cross R. R. and turn left along tracks to the end of the street, where turn right. Follow winding but direct road for about 3 miles to left hand road; turn left across bridge, curving left just beyond with main travel. At prominent cross-road turn left and at next right-hand road turn right. At next right-hand road turn right. At end of road turn left, curving right with road. Turn left at next left-hand road. Cross R. R. at Dexter station. At 4-corners, turn right on old National Road; follow same to prominent fork, bearing left with poles. Pass center of Altamont. Cross R. R. twice. Pass southern edge of St. Elmo. Straight through Bluffs City. Cross four bridges and run on Galetine Street to center of

Vandalia (100.2 miles).

One block beyond hotel, turn left, cross R. R. on Sixth Street for two blocks and then turn right on Edward Street to Seventh Street, where turn left to South Street. Turn right to a left-hand turn at the edge of Hagerstown. Turn left and right just beyond. Direct through town. Bear slightly left with double telephone line, winding through woods, curving right across bridge to the end of the road. Turn left, curving right just beyond. At left-hand road, turn left to the center of

Mulberry (111.3 miles).

At small hotel turn right and at the end of the road turn left with poles to right-hand road, where turn right. Direct to 4-corners, where turn left to the center of Greenville. Turn right and follow brick pavement to end. Turn left. At 4-corners turn right and left with road just beyond. Bear right along tracks, curving left away from same just beyond; turn right, crossing R. R. a short distance beyond. At fork, curve right. Pass Stubblefield station on left. Direct to the end of the road, where turn left. To park in

Pocahontas (129.5 miles).

Turn left, passing park for three blocks. Right turn at right hand street. At fork bear left and through small valley. Straight ahead, jogging left and immediately right with main travel, past St. Joseph's Hospital. At cross-street, turn left on main street to

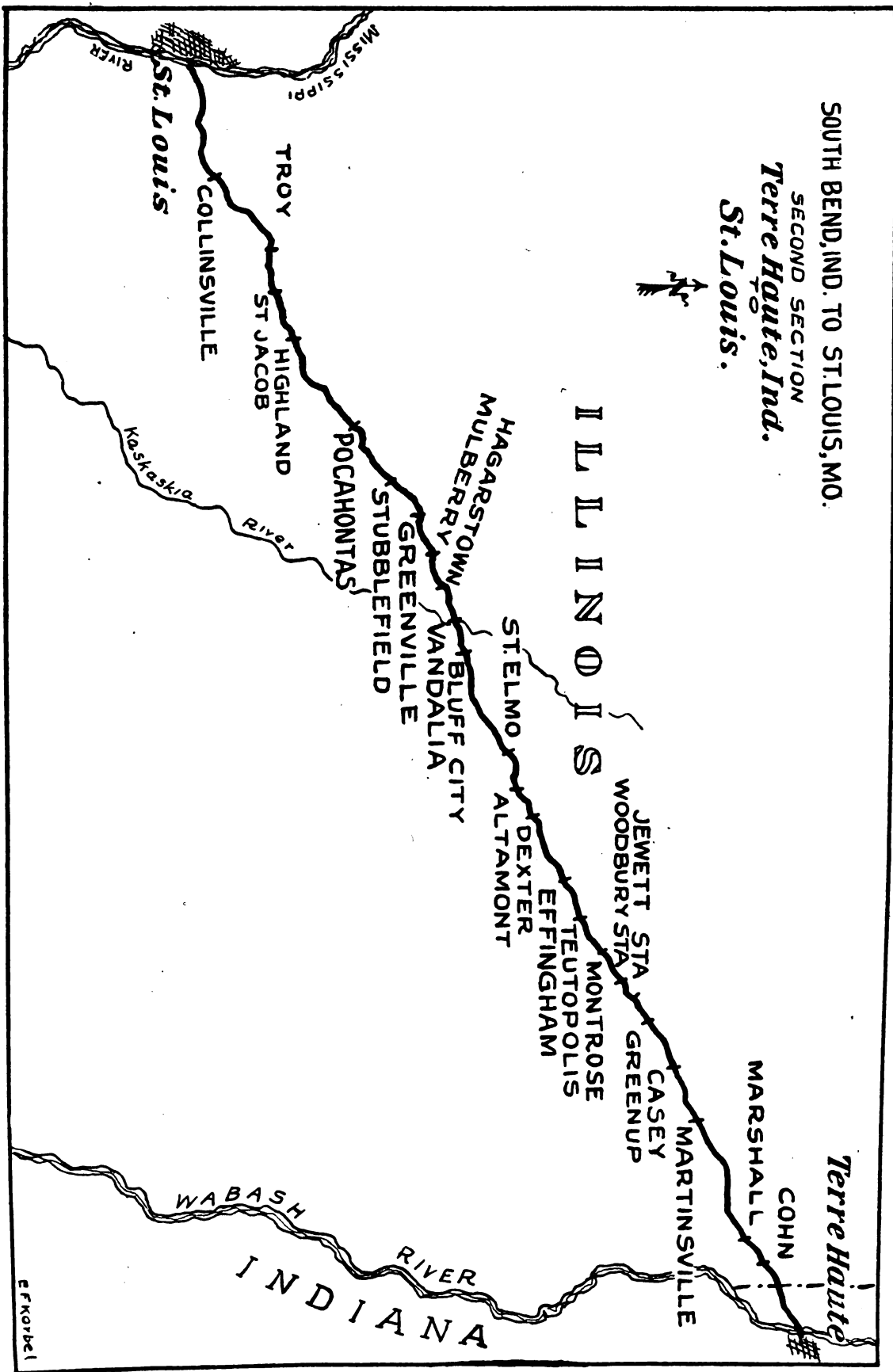
Highland (139.2 miles).

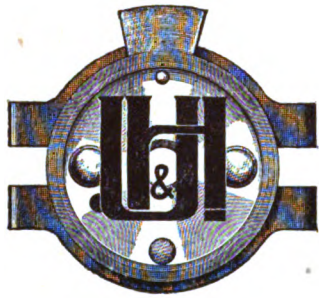
Turn right and through center of town. At cross-street turn left, curving right with main road. Left on macadam and follow same to right-hand road. Turn right and jog left and immediately right. Through St. Jacobs, bearing right and left across R. R. Right and left jog. At fork, left and through the edge of Troy. Follow trolley on thoroughfare becoming Vandalia Street, curving left onto brick pavement. Jog right and immediately left on Vandalia Street to center of

Collinsville (160.2 miles).

Turn left on St. Louis Road and follow trolleys to old stone dike, where they leave to the left, continue straight ahead, crossing bridge. Turn left over two railroads to 4-corners, immediately beyond second R. R. Turn right, same thoroughfare becoming Ninth Street, which follow across R. R. to end of street. Jog right and immediately left, still on Ninth Street; pass two large schools. To Missouri Avenue, where turn right to City Hall in E. St. Louis. Turn left on Third Street for one block. Turn right on Broadway. Running under R. R. Turn left on to bridge over Mississippi River. Into Washington Street to business center of

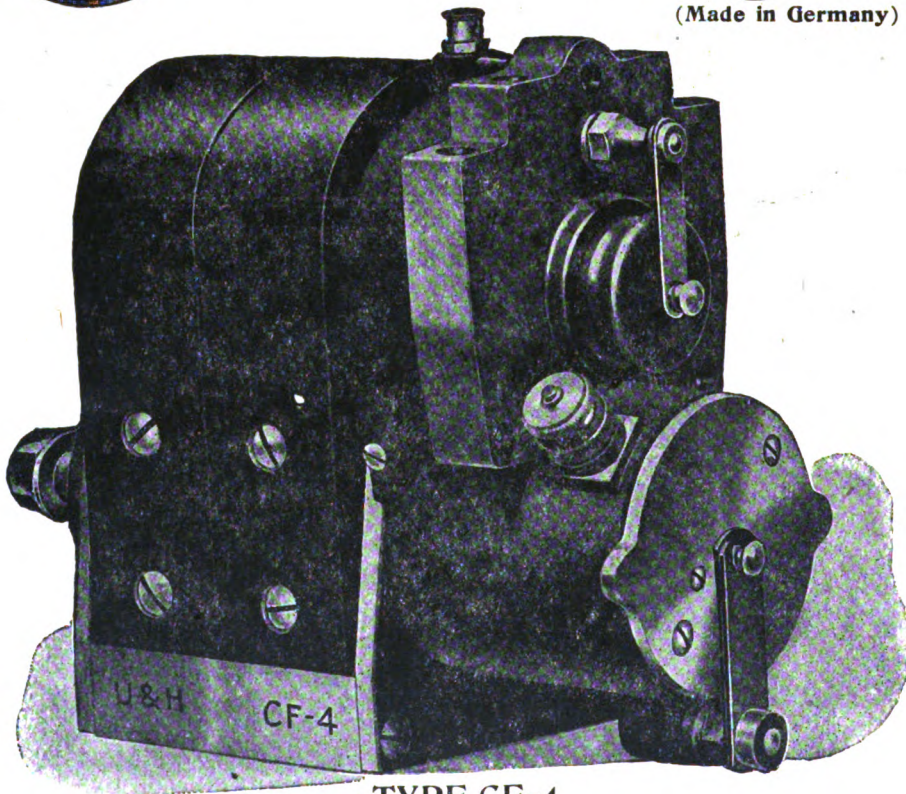
St. Louis (173.1 miles).





1911 The Master Magneto

(Made in Germany)



TYPE CF-4

This compact instrument, so popularly used abroad, was designed for use on small four-cylinder motors, using only a simple, single system of ignition, and starting directly on the magneto ($\frac{1}{4}$ crank turn), thus doing away with the delicate and complicated dual system, with its mass of wiring, coil and batteries. Fixed or variable speed as desired. Nothing on the dash or steering wheel but the switch or spark lever. Essentially a marked 1911 ignition development. U & H, the Master Magnetos are used abroad on the world's champion cars, the famous Lion-Peugeot racers—at home, on the hill climb winners everywhere, the Inter-State, Corbin, Correja and others. The Master Interrupter does the trick.

J. S. Bretz Company

Sole Importers

TIMES BUILDING

NEW YORK

Please Mention AUTOMOBILE TOPICS When Writing.

ment. The new engine, which is capable of developing a speed of 30 miles an hour on the polished pikes of Lower Merion Township, in a goodly portion of which protection to property depends on the Ardmore fire department, was built by the Autocar Company, of Ardmore. Along with the speed that is essential in covering an extended area, it is provided with a full equipment of fire-fighting appliances. These include 1,000 feet of hose, extension ladders, hooks, axes, etc., and a battery of hand extinguishers. Two 35-gallon tanks supply the chemical fluid.

Detroit's Modern Police Force

The new "flying squadron," as the motor patrol is called by Commissioner Frank H. Croul, has been installed at Detroit, and is said to be the finest equipment of any police department in the world. The cars are resplendent with police blue and brass trimmings, and this week they were equipped with speedometers, stretchers and medicine chests, then sent to the stations. In this equipment are six specially built Packard cars, while at the central station an Olds touring car is kept for emergencies. Then there is the regular motor patrol, which has been in service since January 7, having to its credit 13,000 miles with only one minor accident, due to skidding.

Commissioner Croul is an enthusiastic automobilist and drives his own fast Olds runabout. He is delighted with his new equipment, and some of the things he has to say can be read with benefit in other cities.

"Detroit is the only city in the country with an outfit like this," said Mr. Croul, as he looked admiringly at the six new cars. "Their success is a foregone conclusion with me because of the splendid work done by the single patrol we have been using this year. The men who are to drive them are capable and have spent much time in the factory learning all the details of the mechanism. I have encouraged the old drivers and have been pleased with their enthusiasm. In addition to teaching them how to drive a motor car, each has had special instruction in first aid to the injured.

"The great thing with the automobile patrol, of course, is its speed. I figure that we can put down 125 men at any spot in the city within ten minutes, and in case of riot they will work wonders. We will take care of all accidents, and probably save many lives by quickly re-

moving the unfortunates to hospitals. I will have jacks installed on all of the patrols, so that in case of street car smashups the men will be able to raise the car and release anybody who may be under it. We will be able to patrol the outlying residential districts in a manner otherwise impossible, thus safeguarding the property interests and perhaps the lives of our citizens.

"The touring car at the central station will be a good thing. In case of word that there is a prowler or a burglar in any section we can load this car with detectives in less than a minute and it will be on its way. It will have the absolute right of way, and is expected to be the means of running to cover that most dangerous of criminals—the burglar, who has murder in his heart when he starts out."

Buys Car Over Mayor's Veto

The Board of Health of Indianapolis, Ind., has ordered an Olds ambulance from the Buick Motor Company of that city. The ambulance will cost \$3,475, and the money for it was appropriated by the city council, after the original appropriation had been vetoed by Mayor Shank.

Indianapolis Wants Fire Wagon

Indianapolis, Ind., is in the market for a motor squad wagon for its fire department. At the last meeting of the city council an appropriation of \$5,200 was made. The Board of Public Safety is now receiving bids.

New Rates Cause Loss of Trade

Since September 20 when the new taxicab rates went into effect in Boston, Mass., there has been a steady decrease in the number of patrons of the taxicabs and an equally steady increase in the number of users of horse-drawn cabs. Drivers of the taxicabs say they are meeting with much abuse from their passengers and that when the fare is computed under the new rates, the passenger always objects and declines to give any tips for extra service.

The new rates are 40 cents for the first half mile where they were formerly 30 cents for one passenger. The fare is now 20 cents extra for every passenger in excess of one. Where formerly trunks were carried free, a charge of 20 cents each is now made.

INDUSTRIAL AND TRADE NEWS

NEW YORK

Two additions to the companies holding licenses under the Selden patent, bring the total number of Selden licenses up to 83. The last concerns to be admitted are the Garford Company, of Elyria, O., and the Kissel Motor Car Company, of Hartford, Wis.

Kingsley L. Martin, Commissioner of the Department of Bridges of Greater New York, invites bids for an extension to the garage under the Brooklyn Bridge in the Borough of Brooklyn, as the present quarters are inadequate to the needs of his department. The bids will be received up to Thursday, October 6, and the work must be started within five days of the certification of contract.

One more alleged infringer of the Selden patent has had proceedings instituted against it, suit being made for an injunction, damages and profits. It is brought by the Columbia Motor Car Company and George B. Selden against Emanuel Lascaria, trading and doing business under the registered trade name of DeDion Bouton Selling Branch.

The Fosdick cat in out of the bag. The secret which the genial Harry has been keeping under lock and key for several months has now become public property, announcement having been made this week that he has become factory sales manager of the Fiat Automobile Company, Poughkeepsie, N. Y., with New York offices at 1786 Broadway.

Harry Fosdick was one of the pioneers of the automobile game. In 1899 he opened the first retail sales room in Boston, handling the Mobile, a steam car which long ago passed out of sight. Several years later he went with the Winton Company, becoming its Boston manager. He next cast his lot with the foreign article, the Fiat being the car with which he made his debut. Two or three years ago he came to New York and soon won for himself a prominent place in the local trade.

Wyckoff, Church & Partridge has opened a new repair shop for Stearns cars on the four top floors of a fireproof building at 351 West 52d street, which was specially erected for the

handling and repair of Stearns automobiles. No wood enters into the construction of the building; the windows have metal frames, wire glass, and the lower half stationary, the upper opening with a fusible link, which will close the window in case of fire. The elevators, toilets, wash-stands and stairways are all in one corner, leaving the floor space clear.

The building is well lighted, the front being entirely of glass and the rear having eight windows for each floor. The sides have four windows each. The artificial lighting is well distributed. Tungsten lamps and Holophane illuminating diffusing reflectors are used on all the ceiling lights; every car space has adjoining it a wall receptacle for a drop light, and on every branch is an adjustable fixture for bench work. Each light is controlled by a separate switch.

The shop is equipped with all the latest improved machinery for handling the machine work necessary in making automobile repairs. Stock rooms on every floor facilitate the work. An automatic electric dumbwaiter connecting all floors is another method by which much time is saved. A compressed air outfit with outlets located on every floor at convenient places, permit the use of compressed air in overhauling a car.

The blacksmith shop is in a fire proof pent house on the roof and is connected by elevator with all the floors, permitting automobiles to be taken to it directly.

An elaborate system of checking and counter checking enables the auditing department to keep track of a repair job all the time and when the work is finished the repaired car is turned over to a tester, who gives it a road trial before delivering to the customer.

That automobile repairing and the making of parts for cars is sometimes a profitable business was brought out on Monday, September 26, when Supreme Court Justice Bijur denied the application of George de Fevre for a temporary receiver for James E. Woodbridge, his son, Robert S. Woodbridge, and the A-Z Company, manufacturers of automobile parts, at 526 West Fifty-fifth Street. The plaintiff alleged that the concern, in which he holds 150 of its 500 shares, the Woodbridges

holding the remaining 350, has made a profit of 300 per cent. per annum in the last three years, and he demanded that he get a 900 per cent. dividend on \$1,500. The Woodbridges, in their answer, said that they had offered de Fevre \$4,000 for his shares, which, they said, had been given to him because of his knowledge of the business. They admitted there had been large profits, though not so large as alleged by de Fevre. The assets of the company, with a capital stock of \$5,000, are now \$60,000, with liabilities of less than \$5,000.

The Krit car will be handled in this vicinity in the future by W. P. Mallon, of 1706-08 Broadway, who was recently given the Eastern agency for the car, which is manufactured by the Krit Motor Car Company, of Detroit. Models were on exhibition at the Mallon showrooms this week. Mr. Mallon is also Eastern distributor of the Paterson Thirty, and has received his first shipment of 1911 models of this car.

P. V. Clodio has severed his connections with the Mercedes car to become sales manager of the Benz Import Company.

In an attempt to prove its assertion that a Maxwell runabout could be operated at an average cost of two cents a passenger mile or less, the Maxwell-Briscoe Motor Company has been conducting an economy test between one of its runabouts and a horse and buggy through the streets of Greater New York this week. The first day the runabout covered 67.4 miles at a total cost of \$1 and the horse and buggy covered 28.8 miles at a cost of 95 cents. The second day the runabout covered 76.1 miles at a total cost of 92 cents and the horse and buggy went 35.5 miles at a cost of 95 cents.

Bright and early this morning the new salesrooms of C. R. Teaboldt & Company, at 1597 Broadway, will be opened. The concern will handle the product of the Owen Motor Car Company, of Detroit, and that of the Louis J. Bergdoll Motor Company, of Philadelphia. Their territory will comprise New York, Connecticut and New Jersey. The officers of the new company are: C. R. Teaboldt, president and treasurer, and G. F. Aiken, secretary. For years Charles R. Teaboldt has been a well-

known figure in the New York trade. Originally connected with the Packard Company, he came to the New York branch of the concern in 1904. He was with them until August 1, 1907, when he resigned to go with the Garford Company, remaining there until 1909, when he went with the New York branch of the E. R. Thomas Motor Company. Mr. Aiken, the secretary, has had a wide acquaintance and hotel experience both here and in Palm Beach.

R. M. Owen, vice-president of the Reo Motor Car Company, returned to New York this week from a flying business trip to the Reo factory at Lansing, Mich., and to other Western points. He reports a very promising outlook for 1911. Never before was the Reo selling organization in a stronger and more hopeful attitude than at the present time. There are now close to 950 Reo dealers in the United States and many of these have doubled their 1910 contracts for 1911 Reos and insisted on having the privilege of increasing their 1911 specifications from 50 to 100 per cent. before May 1, 1911.

Mr. Owen says that with the added facilities which the large new Reo engineering building affords and the many new devices and appliances which have recently been installed for the purpose of thoroughly testing and trying out every piece of material and part in Reo cars is certain to insure maximum economy, reliability, safety and efficiency in every Reo shipped during the ensuing year.

Buffalo

The idea of the Woodworth tread was first conceived in 1904 by C. B. Woodworth, who had for the previous eight years been engaged in the manufacture and repairing of tires for bicycles and later for automobiles.

In 1905 a factory was opened at Newton Upper Falls, Mass. The first Woodworth treads were held on the tires by small steel hooks which fastened to the clincher rim. It was found that this method of fastening generally gave good results on light cars, but on heavy machines they chafed the tires and sometimes tore themselves to pieces.

In the fall of 1905 a new method of fastening was adopted. This consisted of wire rings on each side which passed through loops holding the tread firmly over the tire. This gave better results on heavy machines but frequent-

ly caused trouble by the tread shifting side-wise on the tire, and when adjusted too tight strained the leather so that it did not give good wear.

In 1907 the tread with the crimped wire rings on each side, adjusted by short straps and buckles, well known as the Woodworth Adjustable Tread, was brought out. It proved to be a great success. Over forty thousand have been sold and there is still a demand for it from people who were so well pleased that they will not change to any other style.

In 1909 the factory which had been located in Newton Upper Falls, Mass., was moved to Niagara Falls, N. Y., where the two-story brick building had been built especially for the manufacture of Woodworth treads, with a capacity of 200 treads per day.

Since this building was completed in May, 1909, a smaller concrete building has been put up in the rear, which is used for the new process of treating the leather adopted for the 1910 treads, and land also has been secured in the rear for another building, it being intended to double the capacity for 1911.

The Woodworth tread at present most in demand is called the Improved Self-Adjusting Tread. It is held on the tire by very strong coil springs along the side which automatically adjust the tread on the tire. The demand for this tread has been greater than the capacity of the factory, and it has given excellent results. With a slight change which will make it impossible to break the springs, this style will be continued for 1911.

The Seneca Rubber Company, of 912 Main Street, has taken the agency for the Kelly-Springfield sectional or block tires.

The first of 1911 Overland runabouts have been received by the Overland-Buffalo Company, of 918 Main Street. They are meeting with much favor.

Charles R. Stevenson, formerly of New York, has been elected secretary and treasurer of the E. R. Thomas Motor Company. He has also been made a member of the executive committee of the company and will be one of its directors.

Mr. Stevenson has been a member of the firm of Miller, Franklin and Stevenson, business economists and public accountants of New

York, Boston and Chicago, for the last seven years, and previous to this he was assistant metallurgical engineer of the Homestead plant of the United States Steel Corporation. He has had personal charge of introducing advanced methods of accounting and manufacturing in more than 200 manufacturing companies in all lines of industry during the last seven years.

The Bison Motor Sales Company, of Main and Barker Streets, will handle the Abbott-Detroit for 1911 in addition to the Krit.

There is one particular class of motorists who never run afoul of the police on the smoky exhaust rule. This class is composed of users of the Pierce-Arrow car, and the reason for it is an interesting one.

The Pierce-Arrow cars are equipped with a lubrication system that absolutely prevents this annoyance. In its operation the oil flows directly to the crank-shaft bearings and issues from them in the form of a mist which fills the crank case and cylinder walls. Too much oil along the cylinder walls might gradually work into the combustion chamber and this is avoided by the use of baffle plates at the base of the cylinders which have an opening just large enough for the connecting rods to work through. This effectually prevents an oversupply. When the oil mist in the crank case condenses, it drains into a pump in the bottom of the case and, after being filtered, is pumped into a tank above the motor from which it is again fed to the bearings.

Defying gear changes, and demonstrating conclusively the flexibility claimed for it, a Thomas 6-40 finished a 1,600 mile run when it reached New York on Tuesday of this week. It had been driven from Buffalo, through Pittsburg and across Pennsylvania to Philadelphia, thence to New York, a distance of approximately 1,600 miles, on the high gear. Before starting the other gears had been removed, thus making it absolutely necessary to take everything on the high.

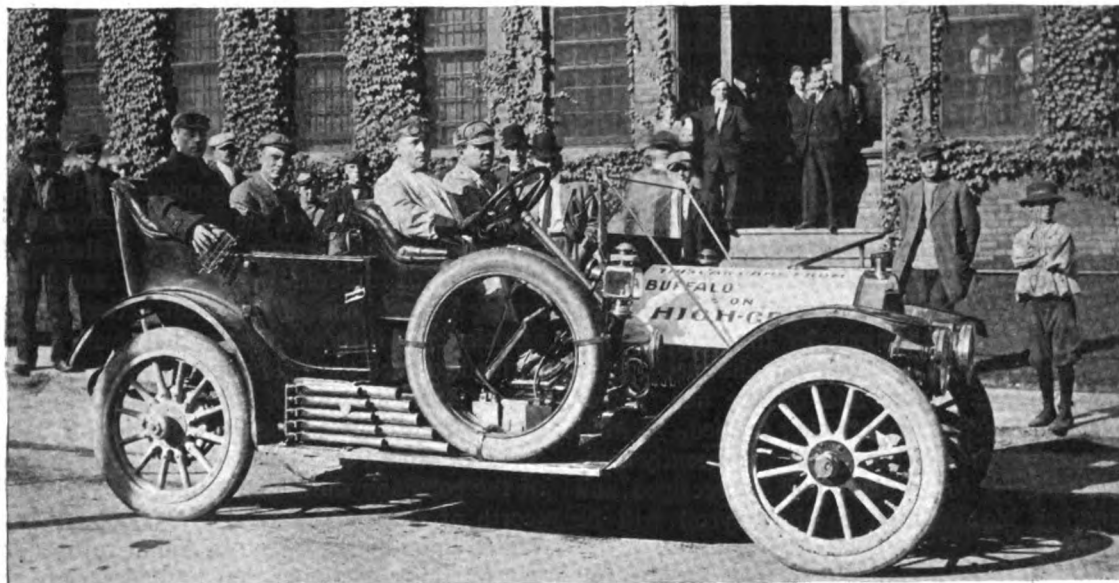
The course was laid out to cover three mountain ranges over what Dai Lewis, the veteran Glidden tour pathfinder, termed the hilliest of all Glidden runs. Yet after making the Meadville hill with its 14 per cent. grade at a speed of 32 miles an hour, those in the

car wired back to the factory for a more difficult test.

The run from Pittsburg to Gettysburg was made in less than ten hours, taking in the well-known Laurel Mountain. Despite the tremendous grades in this mountainous region, the car took them with ease, the motor spinning like a top. From McConnellsburg to the highest point of Cove Mountain, a distance of

J. Roe Feicht, Pittsburg, Pa.; James H. Wright, Auburn, N. Y.; George L. Reiss, 1993 Broadway, New York; H. J. Lindesmith & Company, Lima, O.; Royal Automobile Company, Minneapolis, Minn.; Beaum Iron Works, Omaha, Neb.

Bert S. Bingham, Pacific Coast manager of the Regal Motor Car Company, has just re-



START OF THOMAS "HIGH GEAR" RUN

3½ miles, and through some of the worst country a machine was ever driven, the trip was made in seven minutes.

The car left New York Tuesday afternoon and went to New Haven, Conn. From there it will go to Boston and thence over Jacob's Ladder to Albany, N. Y., and from there to Buffalo.

Rochester

Thomas J. Northway, of 92 Exchange Street, the local Ford agent, has added the Abbott-Detroit for 1911.

MICHIGAN

Detroit

The following agencies for the sale of the Abbott-Detroit car, manufactured by the Abbott Motor Company, of Detroit, have been established during the last week: Sullivan Automobile Company, South Charlestown, O.;

turned from a trip through the Northwest, during which he placed the Regal agency with the Graham Motor Car Company in Portland, Ore. This firm agreed to take 500 cars for the Oregon territory. Earl C. Finley and H. Preston have formed the Regal Garage Company in Spokane, Wash., and have ordered 250 cars for distribution in that section.

In these days when pessimists are patting each other on the back and the air is full of rumors of automobile concerns going to smash it is perhaps well to look things squarely in the face. Detroit is the big manufacturing center, also it contains more gossipers than all the rest of the country and to believe some of the wild stories every company has been financially pinched this summer. However, a trip through the banks shows that no such condition exists and a glimpse at the employes' gate at any of the big factories when the noon whistle blows will see a procession

of a thousand or more men filing out for their dinner.

A very short time ago it was said that the Packard Motor Car Company had laid off 1,500 men one Saturday and 3,000 the next. This is worthy of explanation for 5,500 men were working there on Monday of this week and by today—October 1—the number will have passed the 6,000 mark. The men who were laid off had been working on a night shift and the particular work for which they were employed was finished. As soon as they were let go by the one force they were hired by the other. During last week 528 more men were employed and the increase will go along at this rate.

The completion of the new buildings is one reason for the hiring of a larger force, for within a few months \$10,000 worth of new machinery has been installed and nine and a half acres of floor space added. The Packard folks speak of additions by the acre, not by the square foot. Work on the new 3,000 horse power engine and on the new power plant in the foundry is being pushed. Within two weeks the machinery for the recently completed drop forges plant will be received and another big addition to the payroll will be made.

"We are pounding the factory for the full capacity output," said General Manager Alvan Macauley. "Our new buildings now are finished and more than 5,500 men are at work. Orders are coming in with their accustomed regularity and requests from Packard dealers for delivery dates indicate a very healthy condition of trade."

As an indication of what has been going on at the Packard factory figures are interesting. A comparison of the cars made and sold for the first three months of this season and during the same period a year ago is as follows:

	June	July	August	Total
1910.....	142	335	451	928
1909.....	25	178	321	524

Increase for the present season 404 cars, or 77.1 per cent.

The development of the Packard truck also is demanding increased labor, and while the company has not been pushing that vehicle as fast as it has the other line, over 400 have been made and sold in the last two years. A special building was erected a year ago and the truck department is confined to it. During August in addition to the 451 passenger cars there

were shipped 60 trucks, which is the biggest month's delivery in the history of the company. This record is expected to be broken very shortly. In the season of 1910, 3,223 Packard cars were made and sold and the outlook is much greater business in 1911.

At going prices the Packard output for 1911 will go beyond a total of \$20,000,000, and the business is in sight, for no company is more conservative than this one. It shows what one of many successful factories is doing and that the motor car business has hardly reached high water mark as yet.

Hints of high finance in the affairs of the Anhut Motor Car Company are circulating and an investigation is being made. The company now is known as the Barnes Automobile Company. State Senator John A. Anhut was president of the old organization and last spring he was one of the most active in the association of independents that was to be formed to buck the Selden patent. At a meeting of the directors of the Barnes Company plans were discussed for the collection of \$30,000 that Anhut is alleged to owe. The books of the company show that Anhut sold \$81,000 worth of stock and turned in \$51,000. When waited upon by the directors Anhut refused to pay anything, claiming that he had a right to the balance of the stock as fiscal agent. The attorney of the company is trying to unravel the matter.

The Edmund & Jones Manufacturing Company, makers of electric, acetylene and gas lamps for automobiles, motor boats and vehicles, has increased its capital and will increase the working force from 300 to 450 men. An addition 67 by 200 feet and three stories in height is to be erected at the Lawton Avenue plant.

The big garage and salesroom at 996-1000 Woodward Avenue now is occupied by the Grant Brothers and the Winton Company. The north half is where the Grants hold forth with the Chalmers and Amplex cars and the Wintons are in the other half. The driveway is between the two and for common use, the offices being back of the salesrooms. The Warren-Detroit Garage and Sales Company has moved into the building at 736 Woodward Avenue, recently vacated by the Winton Company.

The Keeler-Hupp Company has been disbanded and the Hupp Motor Car Company has established a branch of its own at 730 Woodward Avenue to be known as the Detroit Hupmobile Sales Company, under the management of W. J. Doughty.

Harry Niederlander, formerly with the Keeler-Hupp Company, has taken the Michigan agency for Tayes cars and secured a garage at 846 Woodward Avenue.

There is a great deal of satisfaction at the Hudson Motor Car Company these days through the fact that one of the most famous Italian engineers and designers has announced a \$3,000 car for \$1911 that contains many new features which are introduced in the 1911 Hudson. It is odd that great minds run in the same channel. Howard E. Coffin, designer of the Hudson, never has met the Italian engineer, although both of them are frequently quoted in foreign papers. Their 1911 announcements came out at about the same time and the Hudson folks are flattered in view of the fact that their car sells for half of what the foreign one does, yet it contains the same innovations.

Jose M. Sojo, of San Juan, Porto Rico, has contracted with the Abbott Motor Company for the Porto Rican territory and three cars will be shipped at once. The contract calls for the largest number of American made \$1,500 cars ever shipped to that part of the world.

Walter E. Flanders, president and general manager of the E-M-F. Company, has bought an Antoinette aeroplane with a Gnome engine. Parts of the craft are now in Detroit. Just what Mr. Flanders' intentions are nobody can ascertain, but he has been interested in aviation for some time and it would be no surprise to see him start building aeroplanes if the business looks good to him from a commercial viewpoint. It is said that he contemplates sending Harry Cunningham abroad to master the details of handling one of the planes. Cunningham has been at the head of the Michigan distribution of E-M-F. cars for two years and before that he ranked high as a racing driver.

Flint

Charles W. Nash, of Flint, has been ap-

pointed general manager of the Buick Motor Company, the position made vacant by the retirement of W. C. Durant, who will hereafter devote himself to the General Motors Company and other interests. Mr. Nash has for several years been vice-president and general superintendent of the associated factories of the Durant-Dort Carriage Company, so that he is familiar with the management of the Buick Company. It is understood that he will have full control of all departments of the Buick Company.

The report that H. E. Shiland had resigned as general sales manager of the Buick Motor Company and that Dr. E. R. Campbell had taken his place, is absolutely without foundation.

OHIO

Cleveland

The decorated automobile parade, to be held October 11, during Cleveland Centennial week, promises to be the greatest event of its kind ever held here, most of the local agents and members of the Cleveland Automobile Club having signified their intention of entering one or more cars. A. A. Grimes, Casgrain branch manager, has been appointed chairman of the Entry Committee and C. G. Bleasdale, Maxwell manager, heads the Prize Committee. In addition to \$350 given by the Centennial Committee, Mr. Bleasdale has been advised that a set of Booth demountable rims and Casgrain speedometers will be among the prizes offered. Prizes will be awarded trucks, touring cars and roadsters.

E. B. Finch, Chalmers agent for northern Ohio, has moved to new quarters at E. 71st Street and Euclid Avenue.

J. B. Speery, agent for Henry cars, has been appointed Cleveland branch manager of the Warren Motor Sales Company. He will sell the Warren in addition to the Henry.

G. P. Sperry, who went to Mexico two months ago, has returned much improved in health and resumed his duties as manager of the Auto Shop Company, Thomas agents.

The Cuyahoga Manufacturing Company has been incorporated by W. H. Bonnel, president

of the Cleveland Automobile Club, and others. Parts of automobiles and aeroplanes will be manufactured.

Frank Leland, former race driver and holder of several records, has been sent to Texas by the F. B. Stearns Company with instructions to investigate trade conditions in the Lone Star State.

In testing out a Locomobile for economy, J. E. Latimer, a Cleveland motorist, drove his car 450 miles on three quarts of oil.

The Booth Demountable Rim Company has shipped rims to New York to be used on the Benz cars in the Vanderbilt race.

W. Logan, for many years salesman of gasoline cars in Cleveland, has secured a position with the Rauch & Lang Company.

E. H. Winkes, formerly with the Rambler branch, has joined the sales force of C. G. Bleasdale, manager of the Maxwell-Briscoe-

Cleveland Company. Mr. Winkes will devote most of his time to the sale of Columbia cars.

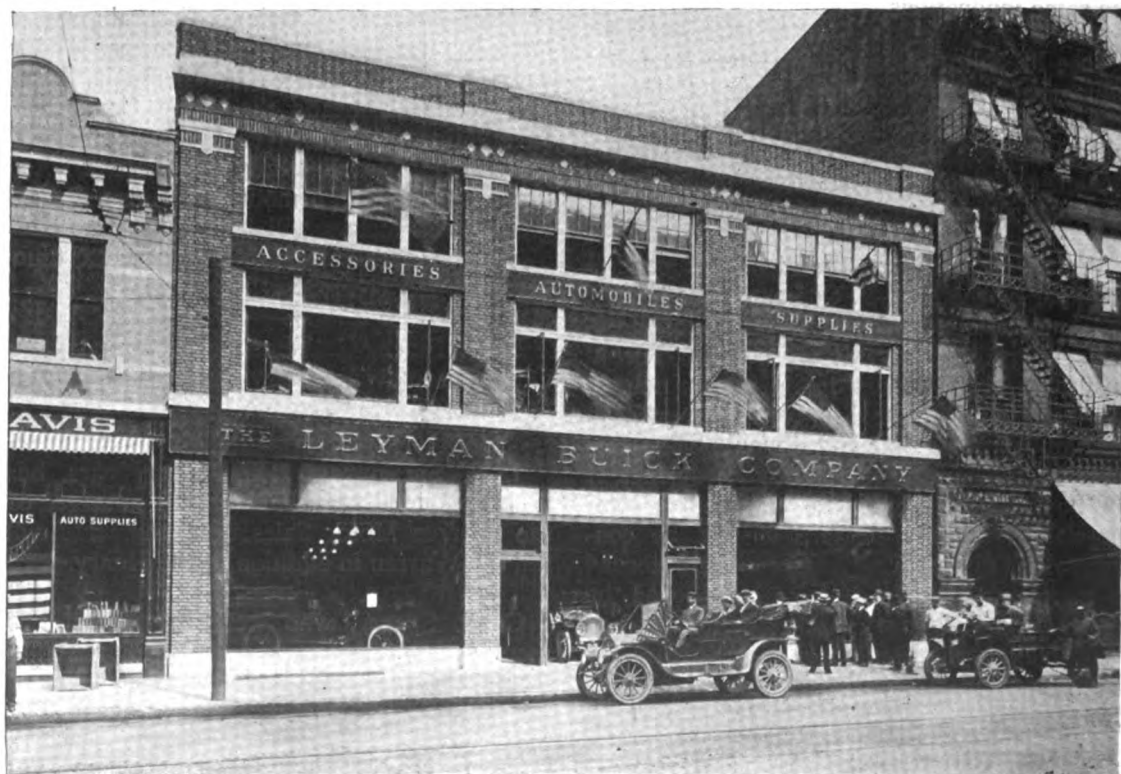
The Vail Motor Sales Company, agent for the Empire and Clark, has moved to E. 75th Street and Carnegie Avenue. In addition to the sales agency, the company will operate a general garage and repair business.

J. C. Hahn, representing the Ohio agency for the Studebaker line, has appointed several new agents in the southern part of the State.

The territory of C. C. Hammerle, Cleveland manager for the Goodyear Tire & Rubber Company, has been extended to include half of Ohio. C. T. Black will travel through the territory.

Dayton

Both the touring car and the roadster manufactured by the Courier Car Company will hereafter be known as the Stoddard-Dayton "20" instead of the Courier.



ONE OF THE ATTRACTIONS ON CINCINNATI'S "AUTOMOBILE ROW"

The McFarland Six made its first appearance in this city last week, when it was exhibited at the Dayton Industrial Exposition. J. S. Kepler and C. W. Van Wagner, representatives of the McFarland Motor Car Company, of Connersville, Ind., had charge of the demonstrating car.

E. S. Kelly, of the Kelly Motor Truck Company, of Springfield, O., has been in town trying to establish an agency for the product of his company.

WISCONSIN

Milwaukee

The Stephenson Motor Car Company has increased its capital stock from \$50,000 to \$100,000 in order to begin the manufacture of commercial vehicles on an extensive scale. About a year ago the company produced a new type of light motor truck known as the Utility and the demand has grown far beyond the present ability to build. The Stephenson Company was originally a garage and agency, and still handles the Speedwell, Staver-Chicago and Brush. A factory will be erected this winter, probably at South Milwaukee. The present garage and shop at Eighth and Wells Streets will be leased by the Hearne agency of Chicago.

George W. Browne, factory representative in Milwaukee, Wis., for the Willys-Overland Company, has opened a suite of offices on the first floor of the Colby-Abbot Building, Milwaukee and Mason Streets, adjoining the Studabaker headquarters. The show rooms are in the Bates-Odenbrett Automobile Company's garage at 503-507 Broadway. Besides the Overland and Marion, the Marmon is included in this agency.

Ernest L. Edelman, of Monroe, Wis., has been appointed representative of the Maxwell in Green County.

The Wisconsin Pea Cannery Company, operating about twenty pea canneries in southern and eastern Wisconsin, which installed commercial cars last spring to haul the crop to its factories, has made an exceptional offer to induce farmers to grow peas. Instead of renting or leasing farm lands, it will buy the crop from farmers, and the farmer who produces the best quality and largest crop will receive a

Brush runabout. G. W. Gillette, manager of the company, plans to offer inducements of a similar nature each succeeding season.

Racine

Twelve million dollars worth of automobiles will be the 1911 output of the Mitchell-Lewis Motor Company, arrangements having been completed for the building of 8,000 cars, every one of which will have been disposed of before it is ready for shipment from the Racine plant.

"This seemingly tremendous output," said Sales Manager James W. Gilson, "is thirty-five per cent. less than the output that the Mitchell-Lewis Motor Company would have to make were it to accede to the demands of the Mitchell agents and dealers all over the country and take into consideration the considerable foreign order contingency. Pursuing a policy of conservatism the company has elected to be well within the maximum of demands of its agents and will be content to attain the production limit of 8,000 automobiles without making extraordinary mechanical additions to the plant."

The 1911 line includes four models, the runabout, surrey type, five-passenger four-cylinder car and the six-cylinder seven-passenger machine. Liberal and standard equipment is provided with each model. The Model R, four-cylinder runabout of 30 hp., fully equipped, sells for \$1,200; the surrey type sells for \$1,250; Model T, the four-cylinder, four-passenger car, will sell for \$1,500, fully equipped; while the six-cylinder car is listed at \$2,250.

All the touring bodies will be fitted with four doors, the front door on the right hand side to be removable but not hinged, as it is placed between the change speed levers and the emergency brake. The chassis frames are practically of the same construction as in last season's cars but with important improvements.

All side members are to be of heavier and better steel. Front and rear axles are of the same design and construction as used in 1910, the rear axle, however, being improved by reinforcing the differential housing and applying special grease retaining rings. The diameter of the brake drums has been increased two inches, braking efficiency being thus improved. All torsion tubes have been redesigned, the transmission is of the 1910 type, but with much stronger sub-shafts. All thrust washers are of nickel steel, hardened and ground, and

special locking washers will be a feature. Reinforcements are provided in the gasoline tank and there will be small improvements in the engines over the 1910 model style.

The Holly carburetor of the double jet type is provided and the radiator, hood and dash are of the same general design the company has been using. The use of the Splitdorf magneto will be continued.

The strike of machinists and grinders at the plant of the Mitchell-Lewis Motor Company has been settled by the State Board of Arbitration and the 600 men have returned to work. The trouble lasted one week, but caused no serious inconvenience.

Kenosha

The Thomas B. Jeffery Company, of Kenosha, has just issued its 1911 Rambler announcement. The production is again limited to 2,500 cars, which are made in two standard chassis types, carrying nine open and closed body styles, all with detachable fore-doors. Both chassis types have four-cylinder motors, with 34 and 45 hp., respectively. The prices range from \$2,175 to \$4,140. Forty-inch wheels are furnished on all seven-passenger models, with open bodies; 36-inch wheels on all other models. Standard equipment includes the spare wheel and tire, five lamps, windshield, top and envelope, shock absorbers, Prest-O-Lite tank and tools. The Rambler Model 56 is furnished as a seven-passenger touring car or seven-passenger limousine, with 128-inch wheel base. The Model 64 is furnished as a five-passenger touring car, tonneau or landaulet, and is also of 45 hp. The 34 hp. Model 63 is furnished as a five-passenger open car, two-passenger roadster, four-passenger coupe and town car. The carburetor is of a new and improved design. The rear springs are now $\frac{7}{8}$ elliptic. The braking area has been increased a total of 97 square inches.

Clintonville

The city of Clintonville, Wis., has donated a tract of eight and one-half acres of land near the railroad tracks as a site for the plant of the Four Wheel Drive Automobile Company, organized some time ago to manufacture a passenger and freight vehicle with a final drive on all wheels. The foundations will be constructed this fall.

Beloit

George H. Cram, of Beloit, has started work on the erection of his new garage on Pleasant Street. It will be two stories high, with ground dimensions of 44x130 feet, of steel and concrete. The ground floor will be unobstructed by posts or supports.

INDIANA

Indianapolis

James N. Crabb, William A. Zumpfe and John F. Messick have organized the Phillips Demountable Rim Company and will manufacture a demountable rim and other automobile parts. The company has been incorporated with an authorized capitalization of \$30,000.

An increase in capital stock from \$100,000 to \$300,000 has been made by the Cole Motor Car Company, which will build 2,000 cars for the coming season. The company built 800 cars for the 1910 trade.

A game between baseball teams of the Maxwell-Briscoe Motor Company, Newcastle, and the Premier Motor Manufacturing Company, this city, was played here September 24, the Premier team winning 1 to 0. The game was played at Washington Park and was preceded by an automobile parade. The band of the Newcastle factory headed the parade.

Notice has been filed with the Secretary of State here that the name of the De Witt-McIntyre Gear and Bending Works at Oakland City has been changed to the H. H. De Witt Company.

Mishawaka

General Manager Leroy Maurer and Superintendent Joseph Halloway have selected the following men for the various department heads in the plant of the Simplex Motor Car Company, at Mishawaka: Frank Marsh and Joseph Shindler, of the machine department; Oscar Prah, tool department; William Michaels, engineering department; Joseph Huntsberger, axle department; Lewis Slick, frame department; Walter Woods, testing department, and George Stickle, painting and finishing department. The partitions in the big shop have all been taken out, turning the building into one large room. Under the man-

agement of Mr. Maurer a number of changes have been added to the motor. A number of skilled mechanics have been added and the full force of the plant is again at work.

MASSACHUSETTS

Boston

F. S. Toby, who has been in the real estate business in Boston for several years, has purchased the American Automobile Company from Demarest Lloyd. He will handle the American and Krit cars, the Cino and Ohio being dropped.

The Olds-Oakland combination in Boston has been dissolved and now the two makes will be sold at separate agencies. G. W. Houk, who has had charge of the sales, will manage the Oldsmobile branch, which will be the New England headquarters.

R. W. Daniels, who was manager of the Boston branch of the Studebaker for several years, but who resigned when the consolidation with the E-M-F. was affected, is now looking after the Garford in the Hub.

Manager J. S. Hathaway, of the Boston branch of the White Company, has secured Albert W. Pearson, of Philadelphia, to take charge of the commercial department. Mr. Pearson had a similar position with the Packard branch in Philadelphia.

Manager V. A. Charles, of the Inter-State branch, has added T. A. Walter to his sales force. Mr. Walter has been identified with the retail business in Boston for many years.

The new five-story building at 863 Boylston Street will be occupied today—October 1—by the Boston branch of the Hartford Rubber Works Company. The new quarters will give Chase Langmaid, the local manager, every facility for attending to the needs of his customers promptly and efficiently.

Worcester

The Milford Automobile Machine Company, of Milford, Mass., has purchased the Franklin Square Garage, of this city, and will continue its operation. The new company will handle the Maxwell, the E-M-F., Flanders and Studebaker cars.

The Pope-Hartford Company has appointed Charles E. Distin as its agent in this city to take the place of the Pilot Garage Company, which has gone into the hands of a receiver. Mr. Distin will make his headquarters in the Jewett Garage Company building on Shrewsbury street.

PENNSYLVANIA

Philadelphia

The Howard Demountable Rim Company has removed from 1411 Race Street to 324 North Broad Street.

With the addition of the Rauch and Lang electric to its line, the General Motor Car Company has increased its sales force by the addition of Keene Carruthers, of New York, and A. Paul Oliver. Thomas J. Denney has been transferred from the mechanical department, where he acted as foreman to the sales department.

Thomas Roberts, manager of the Maxwell-Briscoe Philadelphia branch, has installed a full line of 1911 Maxwell models at the Trenton Fair automobile show.

Arthur W. La Roche, who is known in Detroit as a salesman and endurance run driver, has joined the sales forces of the Taylor Motor Distributing Company, local agency for the Warren-Detroit car.

Work has progressed so far on the new garage of the Woods Electric Company, Twenty-first Street above Market, that the building will be ready for occupancy by October 15.

Interested crowds all this week thronged the salesrooms of the Chalmers-Hipple Motor Company, agents for the Chalmers car, to get a look at the Glidden trophy, which is on exhibition in this city for the first time.

P. D. Stubbs, formerly sales manager of the Willys-Overland Company, has been appointed district manager for the Hudson Motor Company with headquarters in this city. He will make his headquarters at the local Hudson agency at Broad and Callowhill, but

will take an office in one of the downtown office buildings later. His territory comprises Pennsylvania, New York, New Jersey, Virginia and West Virginia.

H. B. Larzelere, sales manager of the Chadwick Engineering Works, has resigned from that company and has organized the Nance Motor Car Company to build a popular-priced six-cylinder car. Mr. Larzelere is president and general manager of the company, and N. H. Adams, also of the Chadwick Company, will look after the sales and advertising departments.

A. E. Maltby, manager of the local branch of the Winton Motor Carriage Company, has sent out invitations for a public inspection of the new offices, garage and salesroom during the week of October 3. The address is 246 and 248 North Broad Street.

George A. Fort has secured the local agency for the Silent Waverley. He is now getting established in his new quarters in the "Motor Mart" at Twenty-first and Market Streets.

John H. Rosen, formerly of the Autolight and Motor Supply Company, has joined the sales force of the Automobile Sales Corporation, 144-146 North Broad Street, and will handle Peerless and Cadillac cars.

Harry Satterthwaite, who formerly had charge of the repair department at the Twenty-second Street Garage, has taken the management of the American Garage in East Market Street.

The first company in this city to receive an order for a 1912 car was the Foss-Hughes Motor Car Company, agents for the Pierce-Arrow. The car ordered is a six-cylinder 36 hp. runabout.

York

J. J. Meier, superintendent of the Pullman Motor Car Company, has resigned to become a traveling salesman for the company. H. P. Hardesty, racing driver for the company for several years, has been made superintendent.

The Parish Manufacturing Company plant is now running full time, following some labor

difficulty during the summer. The company has a large number of orders on hand for automobile underframes.

KENTUCKY

Louisville

Work has been begun on the new garage and show rooms of the Urwick Machinery & Supply Company, which has entered the automobile business with the agency for the Marmon in this territory.

The Prince Wells Company has received its 1911 models of the Rambler, and has begun active work in connection with the season's distribution.

The Circuit Court has upheld the right of the Fiscal Court to purchase an automobile, and the bill of the Miles Auto Company, which sold the court a Packard touring car, has therefore been approved.

Ira S. Barnett, head of the Kentucky Automobile Company, agents in this State for the Cadillac, tendered his employees a banquet at the Louisville Hotel, September 21. Sub-agents in the State and the local force were present. The banquet was held following the custom of feasting after 100 cars have been sold.

WASHINGTON, D. C.

A. P. Conway, local sales agent for the Staver-Chicago, has been visited by Mr. Weimer, sales manager for that car, and is making arrangements to handle a larger number this year.

S. E. Lyon has joined the sales force of the Miller Brothers Automobile and Supply Company and will confine himself in the future to the selling of Velie cars.

Four car loads of Buick runabouts were unloaded on September 22 by the Buick Motor Company. All of them were sold before they arrived in this city.

MINNESOTA

Minneapolis

Agency for the Woods' electric has been taken by R. H. Magoon and W. C. Cranmer,

who bought out the old agents, the Moore Carving Machine Company, which is giving up the electric end of its business. The new firm will continue business at the same address until new quarters are completed.

CONNECTICUT

Hartford

Rubber men from all quarters gathered at the offices of the Hartford Rubber Works Company, September 15, to talk over the policy of the company for the coming year, plan selling campaigns and discuss advertising methods. The occasion was the convention of salesmen, which lasted three days.

The following is the key to the accompanying illustration:

E. S. Edwards, Connecticut; 19, L. C. Havenner, Boston Branch; 20, M. C. Stokes, Motorcycle Department; 21, H. V. Koons, Philadelphia Branch; 22, W. R. Brown, New York Branch; 23, E. H. Fahy, New York Branch; 24, E. H. Johansen, Philadelphia Branch; 25, A. D. Cruden, New York Branch; 26, L. Frohock, Boston Branch; 27, R. M. Barrett, Buffalo Branch; 28, A. E. Martel, Solid Motor Tire Department; 29, Garfield List, Philadelphia Branch; 30, W. H. Barnes, manager Philadelphia Branch; 31, J. J. Tompkins, Detroit Branch; 32, G. D. Niles, Boston Branch; 33, T. McClurg, Cleveland Branch; 34, C. Clark, Automobile Tire Department; 35, O. S. Johnson, manager Buffalo Branch; 36, P. B. Simmons, Chicago Branch; 37, A. W. Clark,



THE ANNUAL SALEMEN'S CONVENTION OF THE HARTFORD RUBBER WORKS CO.

1, J. B. Anderson, president; 2, H. E. Field, vice-president; 3, E. R. Benson, secretary; 4, J. P. Krogh, treasurer; 5, C. B. Whittelsey, superintendent; 6, D. W. Pinney, assistant treasurer; 7, F. Kesser; 8, G. R. Noble, Chicago Branch; 9, S. M. Keller, Buffalo Branch; 10, H. C. Severance, manager Detroit Branch; 11, P. H. Goodall, manager Cleveland Branch; 12, H. B. McIntosh, Cleveland Branch; 13, C. Towne, Hartford; 14, J. R. Hoffman, Philadelphia Branch; 15, H. E. Smith, Chicago Branch; 16, E. L. Duffee, Philadelphia Branch; 17, E. S. Roe, manager New York Branch; 18,

Chicago Branch; 38, A. W. Kirk, manager Atlanta Branch; 39, W. T. Powell, manager Chicago Branch; 40, G. S. Hulings; 41, Chase Langmaid, manager Boston Branch; 42, G. H. Wright, Chicago Branch; 43, James Morgan, Connecticut; 44, H. F. Snyder, New York Branch; 45, W. H. Reed, Solid Motor Tire Department.

Many a merchant, "who won't spend a cent on advertising," gets it free—under "Business Difficulties."

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INCORPORATIONS

New York, N. Y.—Benz Automobile Company, with \$100,000 capital. Incorporators: D. Weingarten, O. Weingarten and J. Froelich.

Brooklyn, N. Y.—Mac Auto Co., with \$10,000 capital. Incorporators: Edward A. McShane, Mary A. McShane and Thomas McCauley.

Lansing, Mich.—Alden Sampson Mfg. Co., with \$300,000 capital.

Cleveland, Ohio.—Auto Supply Mfg. Co., with \$10,000 capital. Incorporators: F. T., C. B., B. L. Wilson, O. P. McStrath and W. McStrath.

Boston, Mass.—Boston Auto Coach Co., with \$50,000 capital. Incorporators: T. K. Ruth and others.

Kansas City, Mo.—Case Auto Supply Co., with \$5,000 capital. Incorporators: R. H. Alexander, Belle S. Alexander and Christine Alexander.

Peapack, N. J.—Somerset Garage Co., with \$25,000 capital. Incorporators: W. C. Horton, J. Auble and W. Simpson.

Chicago, Ill.—Furner Motor Car Co., with \$10,000 capital. Incorporators: Edward Furner, A. O. Eschert and W. J. Bell. To manufacture automobiles.

Lewistown, Me.—Main Supply & Garage Co., with \$200,000 capital. Incorporators: A. Cailler and H. P. Bevhard.

Toledo, Ohio.—Toledo Taxicab Co., with \$10,000 capital. Incorporators: C. C. Waitmore, A. H. Merrill, George C. Craig, A. H. Campbell and K. E. Vahey.

Newark, N. J.—Hoch Rubber Co., with \$100,000 capital. Incorporators: A. Hoch, C. M. Adair and E. S. Robinson.

Chicago, Ill.—Saurer Motor Trucks, with \$1,000,000 capital. Incorporator: W. M. Thompson.

Vicksburg, Warren County, Miss.—Hill City Garage Co., with \$10,000 capital. Incorporators: Judge Hudge, O. F. Parsons and others.

Dover, Del.—Walk Auto Tire Co., with \$125,000 capital. Incorporators: F. R. Hansell, G. H. B. Martin and S. C. Seymour.

Trenton, N. J.—Bath Motor Mfg. Co., with \$300,000 capital. Incorporators: Peter E. Wurfflein, Theodore G. Kitchin and Leroy W. Shelton.

Cambridge, Mass.—American Storage Battery Co., with \$50,000 capital. Incorporators: F. F. Sullivan and C. M. Ludden.

Columbus, Ohio.—Columbus Taxicab & Auto Livery Co., with \$10,000 capital. Incorporators: Russell Floyd, R. H. Kissinger, R. P. Wallace, M. R. Edwards and Roston Medbery.

MICHELIN



**Protect Car
and
Passengers**



ANTI-SKIDS

Mobiloil



For Every Type of Motor
+ the oil that lubricates most +

A grade for each type of motor. Are you using the grade of oil specially suited to your car?

For Sale Everywhere
Vacuum Oil Company
Rochester, U. S. A.

Carhartt Cars



\$2250 Complete

Carhartt Automobile Sales Co.

Hotel Plaza

ECCE SIGNUM

New York

Please Mention AUTOMOBILE TOPICS When Writing.

MERCER

Touring Car
Each \$2150

Toy Tonneau

1911 Model New
Being Shipped
Speedster



Style, Luxury, Quality, Strength, Speed
Made Right and Stays Right.

Let us hear from you

Mercer Automobile Co. Box 126, Trenton, N. J.

—MONOGRAM OIL—**Adds to the Joys of Motoring**

THE greatest racing drivers use Monogram Oil on their cars because it relieves them from all fear of lubricating trouble.

THOUSANDS of experienced motorists use it for the same reason.

IT was one of the first gas engine oils on the market, and is still the leader.

UNDER all circumstances and for all duties it is

"Best for YOUR Engine"

RALPH DE PALMA breaks world's circular ten-mile track record with MONOGRAM OIL at Belmont Track, Philadelphia, Sept. 24th. Time: 8:31.20.

COLUMBIA LUBRICANTS CO. OF N. Y.
116 Broad Street New York City

For Sale by First Class Dealers

Diamond

**The Pioneer Motor Tires
of America**

FIRST

BEST

THE DIAMOND RUBBER COMPANY
AKRON, OHIO

**Steering Gears
Control Levers
Radiators**

PROMPT DELIVERY

CENTAUR MOTOR CO.

510 Majestic Building, Detroit

Automobile Calendar

September 12 to October 12.—Automobile Races held in connection with the Appalachian Exposition at Knoxville, Tenn.

September 30 to October 4.—Third Annual Reliability and Economy Contest of the Automobile Club of Minneapolis, Minn., from Minneapolis to Aberdeen, S. D., and return, 660 miles.

October—Reliability Run, under the auspices of the Chicago Motor Club.

October—Reliability Run, under the auspices of the Worcester (Mass.) Auto Club.

October 1 and 2.—Track Meet at Omaha, Neb., under the auspices of the Omaha Motor Club.

October 2.—Gaillon Hill Climb, promoted by L'Auto.

October 4, 5 and 6.—Automobile Races to be held on the Elm Ridge Race Track, Kansas City, Mo., by the Kansas City Automobile Dealers' Association.

October 6, 7 and 8.—Automobile Races at the Orange County Carnival at Santa Ana, Cal.

October 6.—Track Meet at Des Moines, Iowa.

October 8.—Track Meet under the auspices of the Danbury (Conn.) Agricultural Society, at Danbury.

October 8.—Track Meet under the auspices of the Spokane (Wash.) Inter-State Fair.

October 8.—Automobile Races at the Interstate Fair, Spokane, Wash.

October 8.—Date selected for the start of the Chicago-New York Aeroplane Race, under the joint auspices of the New York Times and the Chicago Evening Post, for a \$25,000 prize.

October 8.—Third Annual Fairmount Park Race, under the auspices of the Quaker City Motor Club, Philadelphia.

October 8 to 13.—The St. Louis National Aero Show, to be held in the Coliseum Building, under the auspices of the Aero Club of St. Louis.

October 10, 11 and 12.—Track Meet under the auspices of the Panhandle Auto Fair Association at Amarilla, Texas.

October 10 to 15.—Track meet at the Arkansas State Fair at Hot Springs.

October 10 to 15.—Reliability Run under the auspices of the Kansas Magazine, starting from Wichita.

October 13 and 14.—Track Meet, managed by the El Paso (Ill.) Journal.

October 14 to 18.—Virginia Reliability Run, under the auspices of the Washington (D. C.) Post.

Please Mention AUTOMOBILE TOPICS When Writing.

October 1, 1910

AUTOMOBILE TOPICS

1767

October 15.—Race for the Grand Prize of the Automobile Club of America to be held over the Long Island Motor Parkway and the adjoining country roads.

October 15 to 23.—The International Aviation Meeting to be held under the direction of the Aero Club of America at Belmont Park, New York City.

October 17.—Start of the 1910 International Balloon Race from St. Louis, Mo.

October 17.—Start of the "Round Georgia Good Roads Tour," under the auspices of the Atlanta Constitution. Route extends over 950 miles.

October 21 and 22.—Commercial Vehicle Test, under the auspices of the Boston (Mass.) American.

October 23.—The Portola Road Race in San Francisco, Cal.

October 27, 28 and 29.—Three-day Track Meet, under the auspices of the Dallas (Tex.) Automobile Club.

October 26 to 29.—1,000-mile Reliability Run, under the auspices of the Chicago Motor Club.

October 28 and 29.—Commercial Vehicle Reliability Run, managed by the Chicago Evening American.

October 28 and 29.—Greater New York Commercial Vehicle Reliability Test, under the auspices of the New York American.

October 29 and 30.—Reliability Run, under the auspices of the Hudson County (N. J.) Automobile Club.

November 3, 4 and 5.—The Fall Meet of the Atlanta Automobile Association at the two-mile motor-drome at Atlanta, Ga.

November 5 and 6.—Track Meet, under the auspices of the New Orleans (La.) Automobile Club.

November 5, 7.—Los Angeles-Phoenix Road Race.

November 6.—Track Meet at Mt. Vernon, N. Y., under the auspices of the Mt. Vernon Automobile Club.

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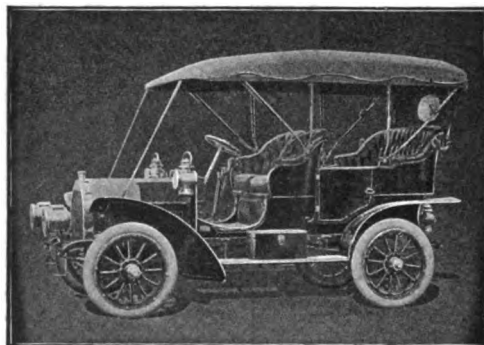
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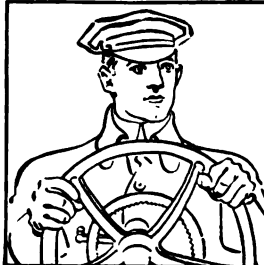
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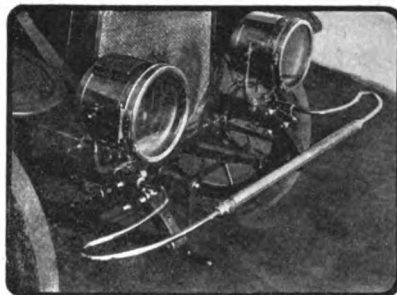
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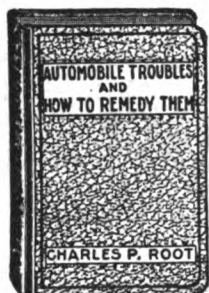
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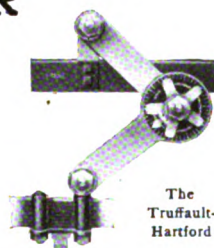
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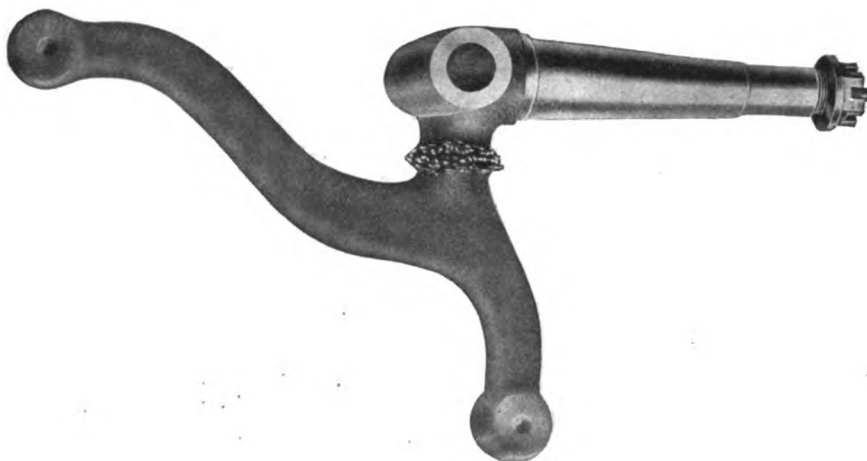
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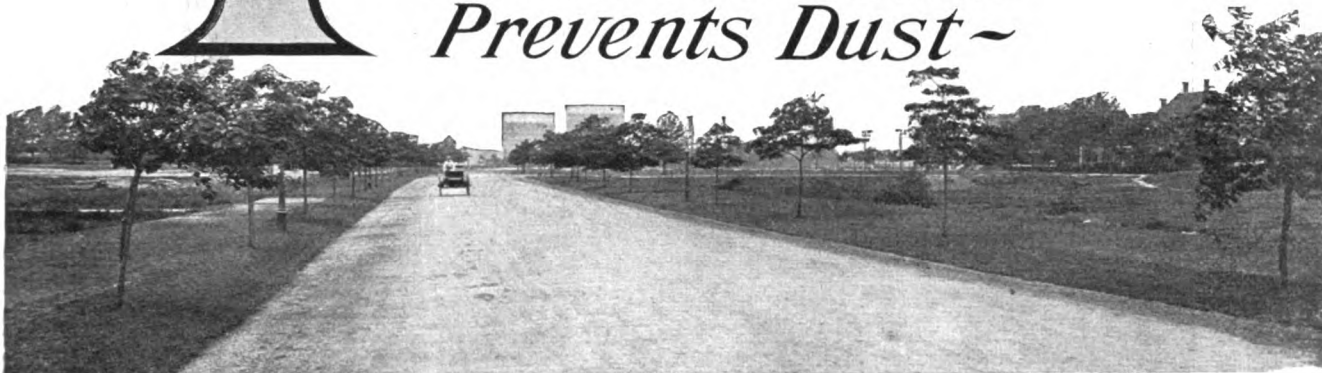
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Menadnock Block
CHICAGO

Eastern Representative
L. D. ROCKWELL
United States Express Bldg.
NEW YORK

Please Mention AUTOMOBILE TOPICS When Writing.

Tarvia

*Preserves Roads
Prevents Dust~*



Tarvia in Cambridge

CAMBRIDGE, MASS., widely known as the seat of Harvard College, is a progressive modern city of 100,000 inhabitants.

For some years the superintendent of streets has been experimenting with Tarvia as a macadam road binder and dust layer.

To-day, tarviated macadam has been adopted as a standard method of construction.

Harvard Street, leading to the college, and one of the principal automobile routes from Boston, was in bad condition in 1908.

A section of the Harvard Square end was laid with Tarvia X, and an adjacent section was built without Tarvia.

The experience during the succeeding winter convinced the superintendent that Tarvia was necessary to make a macadam road endure modern fast moving traffic.

The next season sections of Columbia Street, also an automobile route, Berkshire

and York Streets were built, following the methods used on Harvard Street.

At the same time Massachusetts Avenue, one of the heavy traveled streets leading from Boston to the suburbs on the northwest, was rebuilt in a thoroughly substantial manner with Tarvia X.

In addition to the construction work, Tarvia B has been spread on automobile thoroughfares like Magazine Street, Kirkland Street and the Charles River Parkway.

On these streets the automobile traffic is extremely heavy, as Cambridge is not only the way out from Boston to the north and west, but is also crossed by all traffic from the southern to the northern suburbs.

Tarvia B was chosen after actual road trials of different types of dust layers and road preservatives.

Booklet regarding the Tarvia treatment free on request to our nearest office.

BARRETT MANUFACTURING COMPANY

New York Chicago Philadelphia Boston St. Louis Cleveland
Cincinnati Pittsburg Minneapolis Kansas City New Orleans London, Eng.

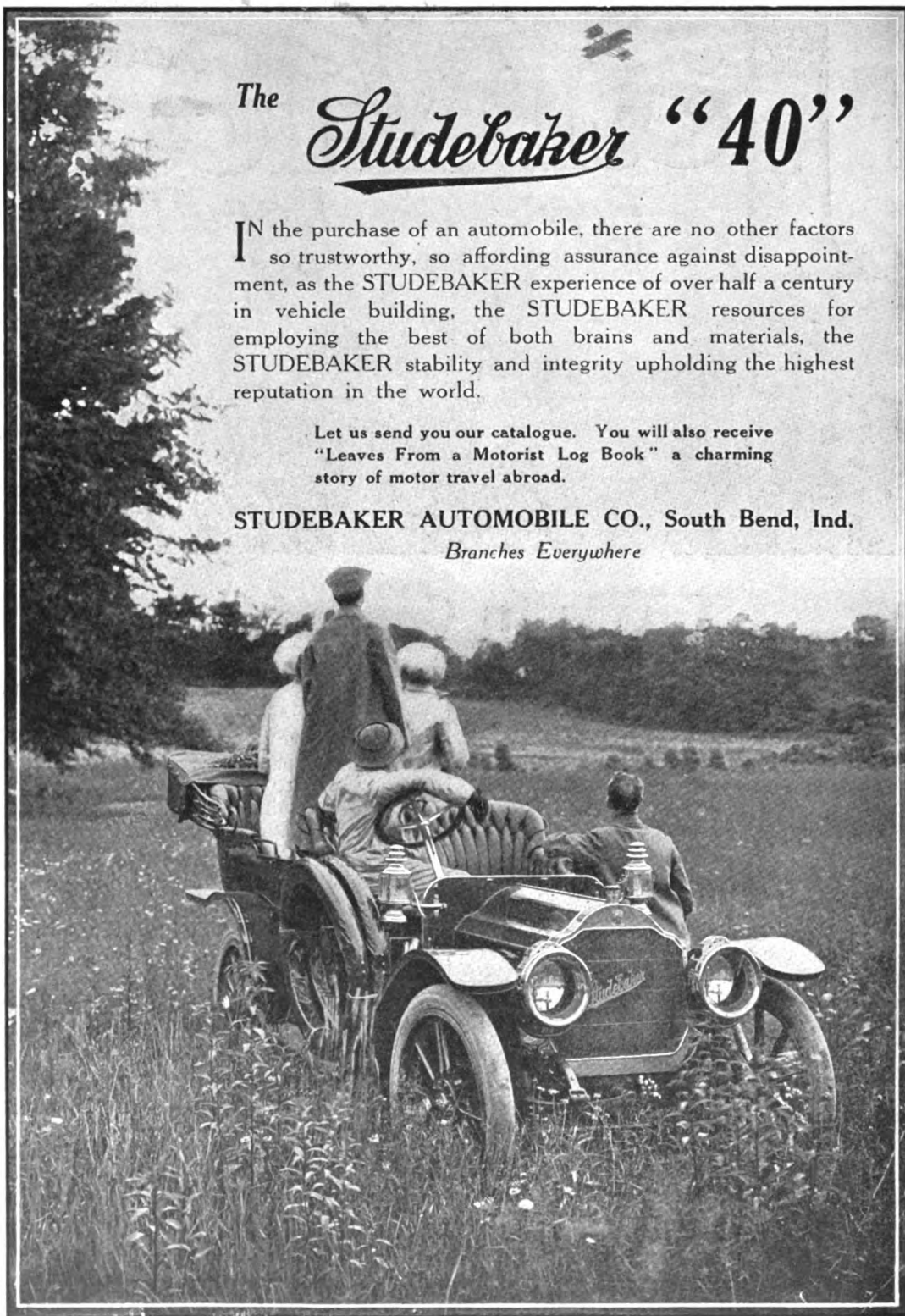


The *Studebaker* "40"

IN the purchase of an automobile, there are no other factors so trustworthy, so affording assurance against disappointment, as the STUDEBAKER experience of over half a century in vehicle building, the STUDEBAKER resources for employing the best of both brains and materials, the STUDEBAKER stability and integrity upholding the highest reputation in the world.

Let us send you our catalogue. You will also receive "Leaves From a Motorist Log Book" a charming story of motor travel abroad.

STUDEBAKER AUTOMOBILE CO., South Bend, Ind.
Branches Everywhere



Please Mention AUTOMOBILE TOPICS When Writing.



LIMOUSINE LUXURY

Is epitomized in every detail of construction in Stevens-Duryea closed cars. From the 18th Century mode of conveyance to the 1911 Stevens-Duryea Limousine is a far cry—all the intervening years progressed toward that perfect result.

Our Literature is convincing, informative—tells "how and why." Mailed on request.

STEVENS-DURYEA COMPANY, CHICOPEE FALLS, MASS.

Licensed Under Selden Patent

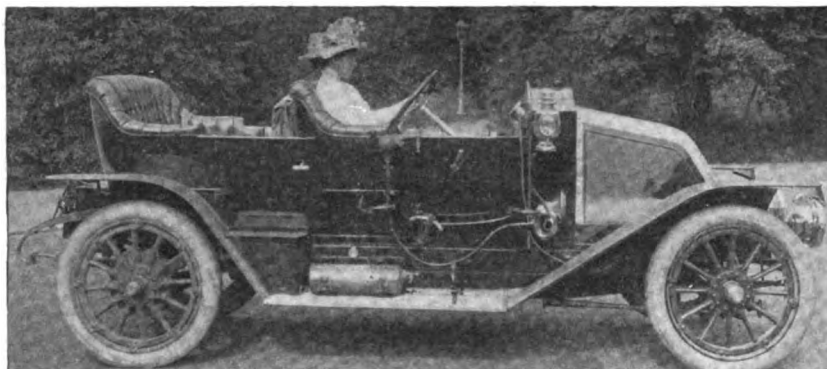


Stevens-Duryea

Please Mention AUTOMOBILE TOPICS When Writing.

RENAULT

The Car "Guaranteed for Life"



MRS. JOAN NEWTON CUNEO, "AMERICA'S PREMIER WOMAN DRIVER,"
AND HER NEW RENAULT 25-35 H.P. "AMERICAN SPECIAL"

After having used for several years *different makes of cars*,
Mrs. Cuneo writes as follows about her Renault:

GENTLEMEN:—My "American Special" Renault has given such wonderful service and satisfaction that I feel only too happy to write and tell you about it.

From Sept. 7th, the day of its delivery to me, until the 20th the car has covered over 700 miles without the least bit of trouble to me of any kind. Being driven from New York to Wilmington, Vermont, 266 miles, in one day—thro' the Berkshires and up into the wilds of the Green mountains, she was left to my care and attention in this garageless town. I drove her over these country roads, abounding in water breakers, sand and rocks and steep, winding grades. The way she responded to every demand of steering wheel and throttle, as well as her marvelous riding qualities, was a revelation to every one. After being able to handle the car in the congested streets of New York with the utmost ease, then to find her the same on these rough mountain roads, makes me indeed enthusiastic over my Renault car with its long stroke motor and its wonderful balance and superb riding qualities.

Thanking you for your many courtesies and kindness in making the car so satisfactory in every way, and looking forward to many more miles of the same kind of service and pleasure, I am,

Most sincerely,

(Signed)

JOAN NEWTON CUNEO.

The Renault 25-35 "American Special" long stroke motor at \$5800; Touring \$6800
LIMOUSINE is the best value NOW on the market

RENAULT FRÈRES SELLING BRANCH

PAUL LACROIX, General Manager

1776 Broadway (57th Street)

NEW YORK

BRANCHES—Chicago, 1606 Michigan Avenue; San Francisco, 116 Van Ness Avenue

AGENTS

Louisiana: Bernin Auto Co., 933 Perdido St., New Orleans.
Colorado: Colburn Auto Co., 15th St. and Colfax Ave., Denver.
Texas: Renault Motor Agency, 842 Monroe St., Fort Worth.

Oregon: Portland Taxicab Co., Portland.
Cuba: Y. Castanon, Apartado 128, Havana.
Hawaii Islands: Von Hamm Young Co., Young Building, Honolulu.
Philippine Islands: Estrella Automobile Palace, 11 Plaza Maraga, Manila.

Please Mention AUTOMOBILE TOPICS When Writing.

Buick

and nothing but
BUICK

"INDIANAPOLIS MOTOR SPEEDWAY, JULY 2:—

"Cut this out and put it away in your scrapbook. Unless the Buick repeats itself you will never see such a two days' racing record again. No car ever has, no car except the Buick ever can, give such an astounding exhibition of efficiency. Indianapolis stands amazed to-night at the most impressive clean sweep ever recorded on either side of the ocean."

5—, 10—, 15—, 50 Miles—in Every Event— in Every Class—Buick—Buick—Buick

Friday's net results:—In six events entered Buick showed five firsts; three seconds and one third; with phenomenal time recorded in eight different instances by Burman and Chevrolet.

Saturday's showing even eclipsed the day before; one victory crowding hot, hard and fast on the heels of another and culminating in the capture of the Remy Brassard and trophy by Burman, who defeated the Marmon, National, Great Western, Black Crow and Fal in this hundred mile race.

READ THE RECORD AND MARK THE TIME:

FRIDAY'S SUMMARIES.

Five mile, Class B, for cars of 161-230 displacement.—Won by Buick model 10, driven by L. Chevrolet; Buick model 10, driven by Burman, second. Note the time, 4 minutes 40.08 seconds. Best previous Speedway time, 4 minutes 40.17 seconds.

Ten mile, Class B, for cars of 231-300 displacement.—Won by Marquette-Buick 16 A, driven by Burman. Time, 8 minutes 14.46 seconds. Best previous Speedway time, 8 minutes 16.08 seconds.

Fifteen mile, Class B, for cars of 301-450 displacement.—Won by Marquette-Buick 16B, driven by Burman; A. Chevrolet, third. Time, 11 minutes 46.42 seconds. Note the time.

Fifty mile, Class B, for cars of 231-300 displacement for G. & J. trophy.—Won by Marquette-Buick 16B, driven by Burman; A. Chevrolet, second. Time, 40 minutes 3.07 seconds. Note the time. Chevrolet's time, same race, 25 miles, 20 minutes 20.66 seconds; Burman's time, 20 miles, 16 minutes 21.05 seconds; Chevrolet's time, 5 miles, 4 minutes 14.82 seconds.

Record trial, one-quarter mile to one kilometre.—Buick special 60, Chevrolet, kilometre, 22.43 seconds; Burman, quarter mile, 8:51.

SATURDAY'S SUMMARIES.

One hundred mile, Remy Brassard and trophy, for cars of 301-450 displacement.—Won by Marquette-Buick 16A, driven by Burman. Time, 1 hour 20 minutes 35 seconds.

Five mile, Class B, for cars of 301-450 displacement.—Won by Marquette-Buick 16A, driven by L. Chevrolet; Burman, same model, second. Time, 4 minutes 8.32 seconds.

Ten miles, for cars of 301-450 displacement.—Won by Little, 16A Marquette-Buick (of only 298 inches), driven by Chevrolet. Note the time:—7 minutes 54.86 seconds.

Ten miles, for cars of 161-230 displacement.—Won by Buick 10, driven by L. Chevrolet; Burman in Buick 10, second. Note the time:—8 minutes 55.4 seconds.

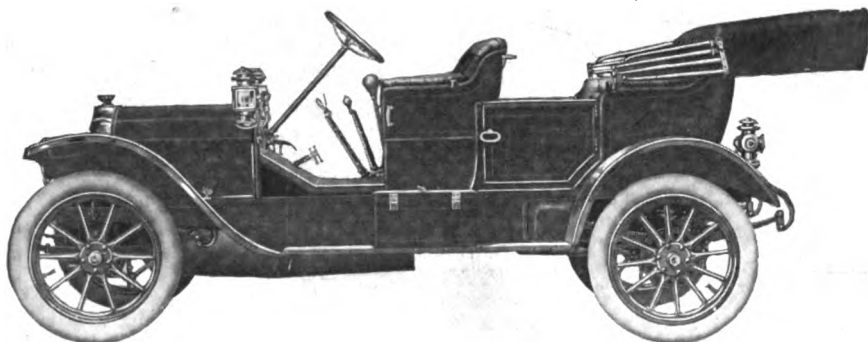
Record trials, one mile.—Won by Burman in Buick Special 60. Time, 38.36 seconds.

**Among cars beaten on Friday and Saturday were Simplex 90,
National 70, Benz 120, Marmon, Chadwick**

BUICK MOTOR COMPANY

Factory: Flint, Michigan

WHITE GASOLINE CARS FOR 1911



SIZE AND POWER—moderate, therefore most economical to maintain.

PRICE—moderate, therefore easy to buy.

DESIGN—includes many advanced features not found in any other American car.

QUALITY—the only moderate sized car wherein every part is just as well built as in the highest-price, high-powered cars.

DELIVERY—very few open dates. First come, first served.

Write for descriptive matter.

THE WHITE COMPANY

820 EAST 79th STREET

New York, Broadway at 62nd St.
Boston, 320 Newbury St.
Philadelphia, 629-33 North Broad St.
Pittsburg, 138-148 Beatty St.

CLEVELAND
OHIO

Atlanta, 120-122 Marietta St.
Chicago, 240 Michigan Ave.
Toronto, 170 King St., West
San Francisco, Market St. at Van
Ness Ave.

Please Mention AUTOMOBILE TOPICS When Writing.

Aviation Feats and Fatalities Engross Attention

Automobile Topics ILLUSTRATED

EVERY SATURDAY

103 PARK AVENUE (Corner 41st Street)

10th YEAR [No. 509]

Vol. XX. NEW YORK, JULY 16, 1910 No. 15

THE PEERLESS

THERE IS A SATISFYING
CHARM IN THE PERSON-
ALITY OF A MAGNIFICENT
MOTOR CAR WHICH ONE
FEELS IN ITS PRESENCE
BUT CANNOT DEFINITELY
ANALYZE OR UNDERSTAND

CATALOGUE "E" SENT ON REQUEST
THE PEERLESS MOTOR CAR COMPANY
2463 EAST 93RD STREET CLEVELAND OHIO

LICENSED UNDER SELDEN PATENT

Self-Cranking Sweet-Running Six-Cylinder

*Write today
for literature*

Note its 48 H. P. smooth-as-velvet motor, with cylinders offset and every working part fully housed. Multiple-disc clutch and four-speed selective-type transmission run on finest ball bearings. Dual ignition: Bosch magneto and storage battery. Frame narrowed in front for short turns, and raised at rear to allow low suspension of motor and body. Drop-forged front axle. Full floating-type rear axle.

WINTON SIX

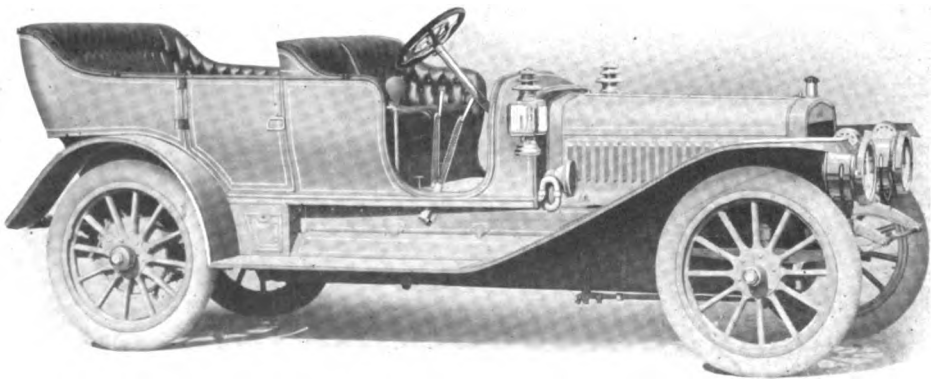
Sells at \$3000. To know its full value, compare it with cars selling as high as \$6000. You will find it worthy of the consideration of every man who thinks well enough of himself to want in his service the latest and best utilities his money can buy. Touring car body is a beautiful straight-line design, seating five. Superb torpedo, roadster, toy tonneau, landaulet and limousine bodies.

*Licensed Under
Selden Patent*

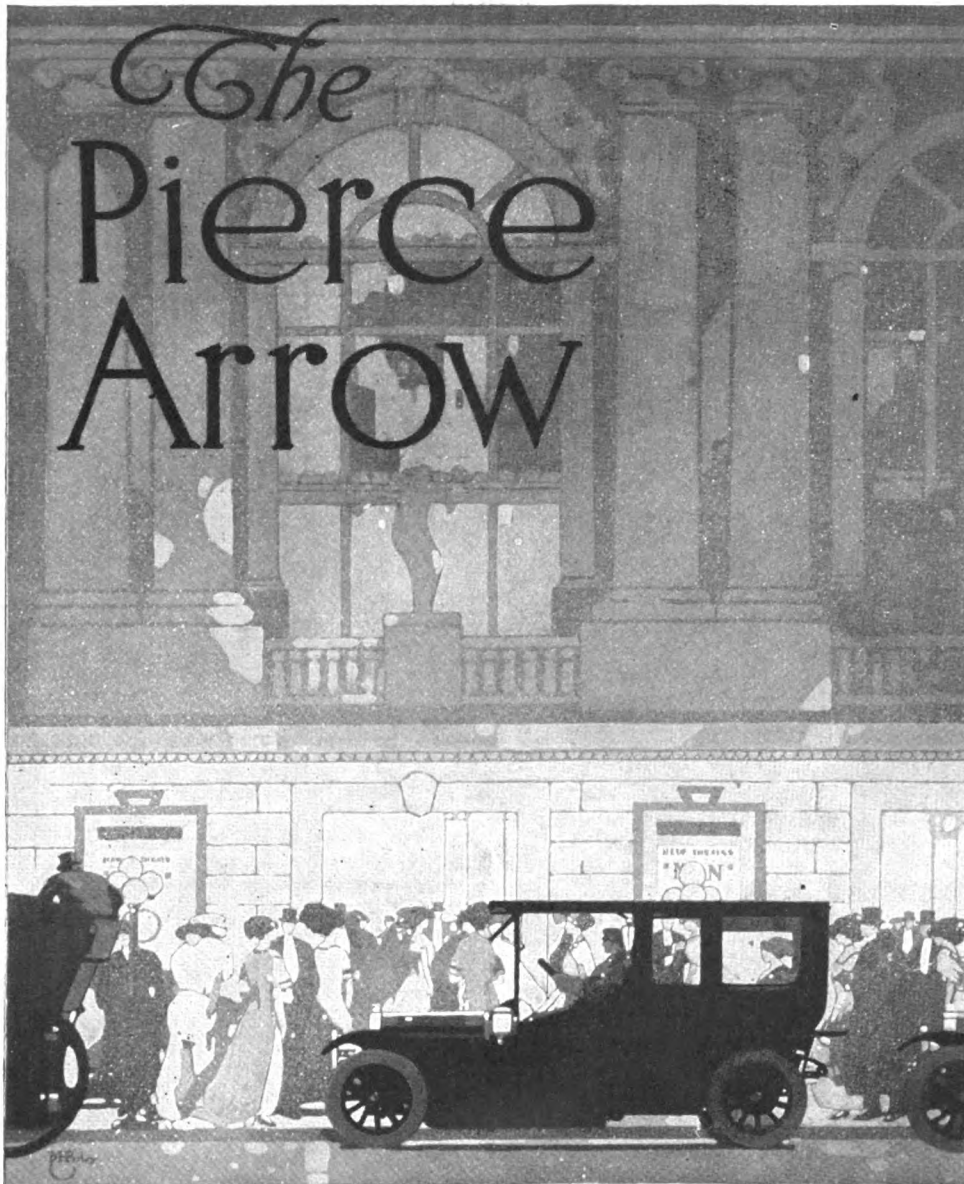
You will enjoy the design of this superb 1911 car, and will delight in its smooth and majestic performance. Only car in the world that cranks itself. Holds the world's record for lowest upkeep—77 cents per 1000 miles. Abundant power for hills. Has that marvelous flexibility possible only in six-cylinder motors. This is our fourth year of sixes exclusively, and this is the fourth annual model of a car that has never required a single radical correction.

**The Winton
Motor Car. Co.**

423 Berea Road, Cleveland, O.



Please Mention AUTOMOBILE TOPICS When Writing.

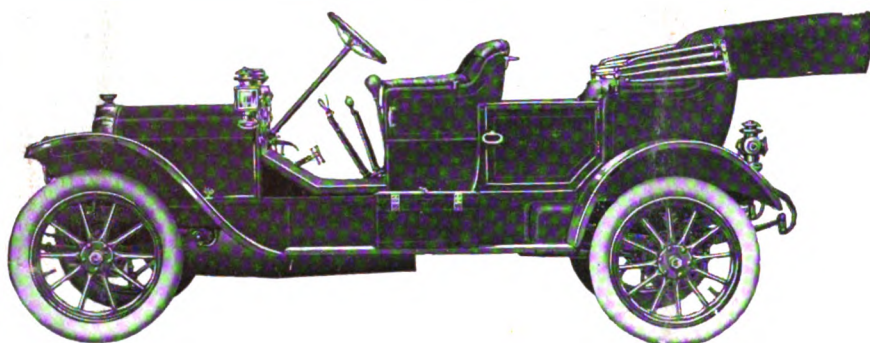


The Pierce-Arrow at the New Theatre.

ATTRACTIVE design and thorough construction
are happily combined in every Pierce-Arrow
Car. It possesses efficient beauty and beautiful efficiency.

THE PIERCE-ARROW MOTOR CAR COMPANY, BUFFALO, N. Y.
Licensed under Selden Patent

Please Mention AUTOMOBILE TOPICS When Writing.



NINETEEN-ELEVEN WHITE GASOLINE CARS

OUR new models for 1911 are ready—Gasoline-driven cars of the standard type of engine for reliability and durability.

A Good Engine

It always has been our ambition to build the most reliable and durable gasoline engine—cylinders cast en bloc—the long stroke and the elimination of external manifolds were the first steps.

Well Designed

The simplification of the design making the engine so easy to operate—so easy to understand—so easily accessible, was the second step toward satisfaction of users.

Well Made

Then we built our engine and every part of our car just as good as we knew how—as good as the most up-to-date science would permit. The frames, the gears, the bearings—all the details, are of a quality and type of material unsurpassed, regardless of price.

The Results

Our gasoline cars have made remarkable records in the hands of owners, both for ruggedness and economical upkeep.

The White car is the car for the average man—for the man who wants to know that maintenance expenses will not make the car prohibitive for him. Catalogues, owners' testimonials and other literature gladly sent upon request.

THE WHITE COMPANY
820 EAST 79th STREET, CLEVELAND, OHIO

Important Selden Patent Hearing in Rhode Island

1910

PUBLISHED
BY THE
SUTTOR, LEHOK AND
WINDA PANG.

Automobile Topics ILLUSTRATED

EVERY SATURDAY

103 PARK AVENUE (Corner 41st Street)

10th YEAR [No. 510]

Vol. XX. NEW YORK, JULY 23, 1910 No. 16

Mobiloil



A GRADE FOR EACH TYPE OF MOTOR

Stands Severest Tests Under Most Trying Conditions

Are You Using the Right Oil On Your Car?

Curtiss

Vacuum Oil Company, 29 Broadway, New York City.
Dear Sirs:—I wish to let you know that the oil which befouled my spark plugs was not your oil. I used MOBIL OIL going to Philadelphia and had no trouble. Owing to misunderstanding, I was supplied there with some other oil, which caused the trouble resulting in my descent. Had I used Mobiloil on my return flight, I should, undoubtedly, have made the trip home without a stop. Very truly yours,
G. H. CURTISS.

Hotel Astor, New York, June 6, 1910.

Hamilton

Vacuum Oil Company, New York, N. Y.
Gentlemen:—I wish to let you know that the oil which befouled my spark plugs was not your oil. I used MOBIL OIL going to Philadelphia and had no trouble. Owing to misunderstanding, I was supplied there with some other oil, which caused the trouble resulting in my descent. Had I used Mobiloil on my return flight, I should, undoubtedly, have made the trip home without a stop. Very truly yours,
CHAS. K. HAMILTON.

Hotel Astor, New York, June 14, 1910.

Brookins

Vacuum Oil Company, 29 Broadway, New York City.
Gentlemen:—In breaking the world's record for altitude in a Wright Bi-plane at Atlantic City, N. J., to-day, I used "Mobiloil" for lubricating the engine, and I am pleased to advise it again demonstrated its reliability. Yours very truly,
W. R. BROOKINS.

Chalfonte Hotel, Atlantic City, N. J., July 19, 1910.

Curtiss

Vacuum Oil Company, 29 Broadway, New York City.
Gentlemen:—During my many successful flights at the Atlantic City Aviation Meet, July 4th to 11th, in which I won the Fifty-Mile Ocean Speed prize (July 11th), I again used "Mobiloil" for lubricating the engine of my aeroplane, and I take pleasure in stating that it proved eminently satisfactory and maintained its high reputation as a thoroughly reliable lubricant. I am, Very truly yours,
GLENN H. CURTISS.

Marlborough-Blenheim Hotel, Atlantic City, N. J., July 11, 1910.

Your car contains a type of motor for which we have specially made a grade of MOBIL OIL; an oil that exactly meets the special requirements of motors of its particular type.

By using this oil you can get from your motor the limit of its capacity with the minimum wear and least possible carbon and engine troubles.

RICHLy ILLUSTRATED BOOK FREE—Your copy of "What a Motorist Should Know," a richly illustrated book, just printed, awaits receipt of your request for it, when it will be promptly mailed to you free, postage paid. This book treats simply and clearly the question of Automobile Lubrication, and it contains a list of the various makes of cars and the proper grade of Mobiloil for each. Send for your copy now, while you think of it. Address,

VACUUM OIL COMPANY, Automobile Department, 29 Broadway, New York City

Vacuum Oil Company
Rochester, U.S.A.

Tired of Repair Bills?

*A question
for car owners*

Then get a Winton Six. Holds the world's lowest upkeep record of 77 cents per 1000 miles.

That represents going around the world (25,000 miles) on \$19.25.

This record isn't accidental.

It is the average expense of 20 Winton Six cars in the service of 20 known individual owners, whose sworn reports cover 184,190 miles—a fairly exhaustive test.

No car could make this marvelous record unless it was designed right and built right—unless it was able to run right and keep on running without frequent repairshop assistance.

But judge that for yourself.

Judge the Winton Six for yourself.

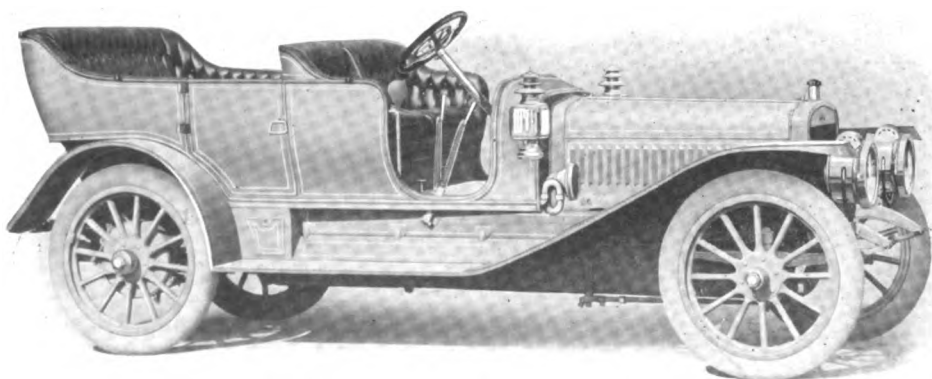
Compare it with cars selling at \$4000 to \$6000, and note that the Winton Six, at \$3000, has everything that the highest-priced car has, except the fancy first cost and the annoying upkeep expense.

Write for 1911 literature.

*Licensed Under
Selden Patent*

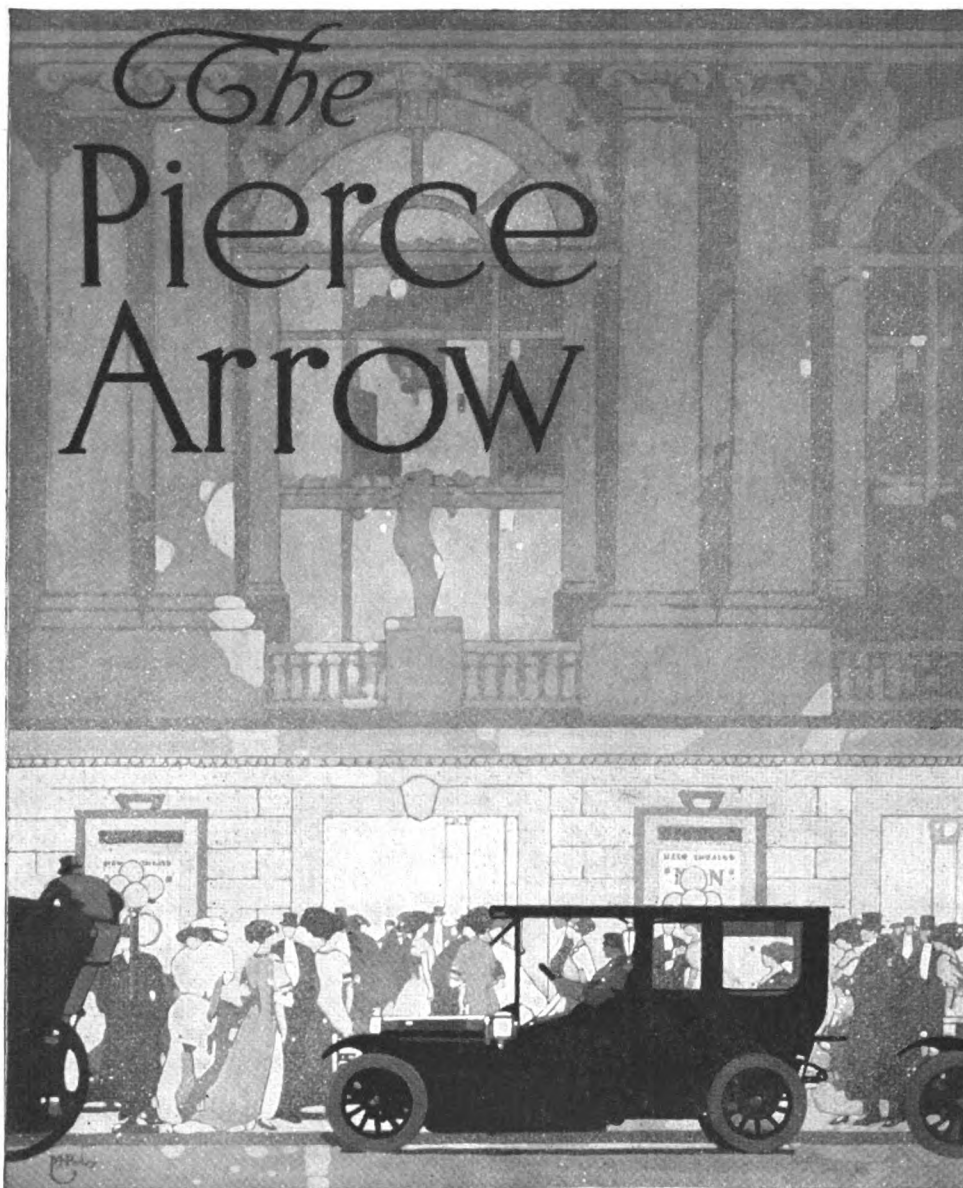
**The Winton
Motor Car. Co.**

423 Berea Road, Cleveland, O.



WINTON SIX

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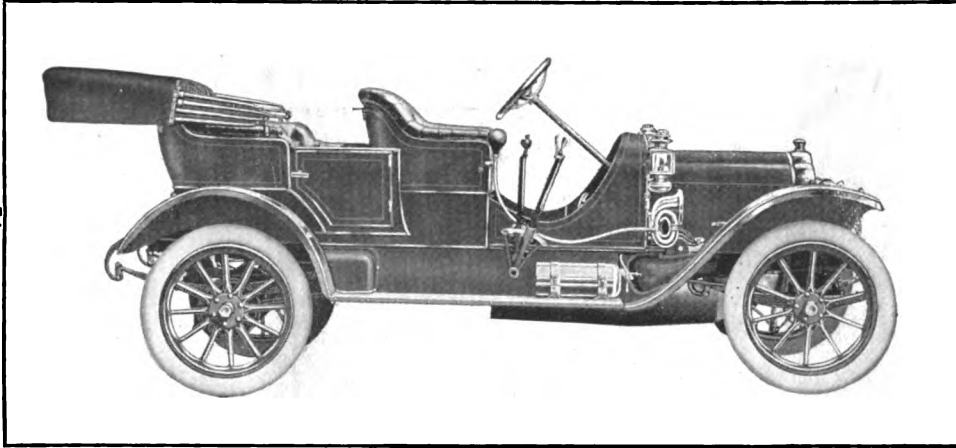


The Pierce-Arrow at the New Theatre

ATTRACTIVE design and thorough construction are happily combined in every Pierce-Arrow Car. It possesses efficient beauty and beautiful efficiency.

THE PIERCE-ARROW MOTOR CAR COMPANY, BUFFALO, N. Y.
Licensed under Selden Patent

Please Mention AUTOMOBILE TOPICS When Writing.



IF YOU COULD GO THROUGH OUR FACTORY

IF you could go through our factory to see just how carefully each part of our cars is built there would be no question as to the ones you would buy. Nearly everyone has something of an idea how carefully the work must be done on an automobile, but when one is actually in the presence of the countless operations—the refinement of processes, even a layman knows it means “well built.”

If we knew a ~~better~~ ^{new} way—if we thought it possible to find a better way to build our cars we would immediately seek it. It is our ambition to build the most reliable and durable cars in the market—we have left no stone unturned to accomplish the result, and the kind and quality of service shown by the hundreds of cars in operation, are the sure proofs that we are right.

Answering Your Questions on White Gasoline Cars

A motor of twenty to thirty h. p. The four cylinders cast *en bloc* are imported from France.

The bore is $3\frac{1}{4}$ -inch, with $5\frac{1}{8}$ -inch stroke, giving the utmost pulling power at low speed on the high gear.

Four forward speed transmission of the selective type with direct drive on third. This type of transmission permits the speed of the motor to always remain in the range of its greatest efficiency, no matter how fast or slow the car moves.

The cooling is by gear-driven pump and the costly “Honeycomb” radiators.

There are two general models, G-A and G-B, using identical engines. The model G-A has 110-inch wheel base, ignition by Bosch Magneto—priced with full equipment, excepting top, at \$2,000. With torpedo body at \$2,250.

Model G-B has 120-inch wheel base, ignition by Bosch Magneto and batteries. Has the same equipment as model G-A—plus foot-rail and tire-irons—priced at \$2,500. Limousine \$3,600. Landulet \$3,800.

We make both steam and gasoline propelled cars.

Catalogues and other literature of either gladly sent upon request.

THE WHITE COMPANY

842 EAST SEVENTY-NINTH ST. - CLEVELAND

AUG 1 1910

Crowds Watch Short Distance Races at Brighton Beach

Automobile Topics ILLUSTRATED

EVERY SATURDAY

103 PARK AVENUE (Corner 41st Street)

10th YEAR [No. 511]

Vol. XX.

NEW YORK, JULY 30, 1910

No. 17

THE PEERLESS
A HIGHLY REFINED
MOTOR CAR THAT
IS MADE WITHOUT
STINT FOR THOSE
WILLING TO PAY FOR
THE BEST THAT CAN
BE PRODUCED.

CATALOGUE "E" SENT ON REQUEST
THE PEERLESS MOTOR CAR COMPANY
2463 EAST 93RD ST., CLEVELAND, O.
LICENSED UNDER SELDEN PATENT

We Share Our Success with Our Purchasers

The Winton Six for 1911, with its powerful but velvety six-cylinder motor, is the same 48 H. P. car we have made for three years continuously, and are now making for the fourth year, without a single radical change.

No such change, because none was needed.

* * *

When we discarded four cylinders and began making sixes exclusively, in the summer of 1907, we confessed the failure of the four-cylinder motor.

By our own reasoning, the Winton Six made in 1907 was experimental.

Because it was experimental, we cut the output down to half the usual number of cars.

Took double time to make each car.

Exercised the most careful thought and engineering and manufacturing skill to avoid faults, and

Sold these cars at \$4500.

* * *

Those experimental cars were a great success.

We put the same car on the market a year later with practically no changes.

We increased the output to normal.

And, sharing our success with our buyers, we put the price at \$3000.

For the same car we had marketed experimentally at \$4500.

* * *

We have been making that same car ever since.

It is now on the market for 1911.

It is the only car we know of that is absolutely free from obsolete or experimental features.

The only car that cranks itself.

The car that holds the world's lowest upkeep record—77 cents per 1000 miles.

* * *

Are you thinking of buying a car for 1911?

Look over the best other car you ever heard of, and then compare it point for point with the 1911 Winton Six.

That's the way to determine actual value.

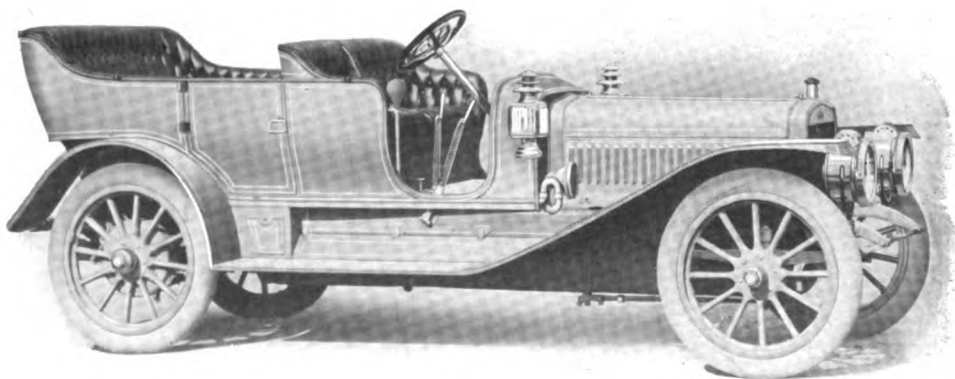
* * *

Send for our 1911 literature.

**The Winton
Motor Car. Co.**

423 Berea Road, Cleveland, O.

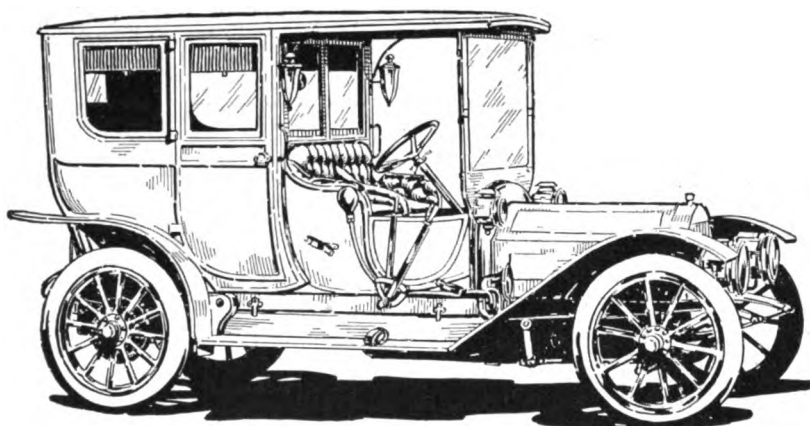
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Selden Patent*



PIERCE-ARROW TYPES

FOR

== 1911 ==



36 H. P. Six-Cylinder

Chassis	\$3400
Runabout	4000
Miniature Tonneau.....	4000
Touring	4000
Protected Touring.....	4150
Brougham	4900
Landaulet	5000
Coupe	5500

48 H. P. Six-Cylinder

Chassis	\$4250
Runabout	4850
Miniature Tonneau.....	4850
Touring	5000
Protected Touring.....	5000
Close-Coupled	5000
Suburban	6100
Landau	6200

66 H. P. Six-Cylinder

Chassis	\$5250
Runabout	5850
Miniature Tonneau.....	5850
Touring	6000
Protected Touring.....	6000
Close-Coupled	6000
Suburban	7100
Landau	7200

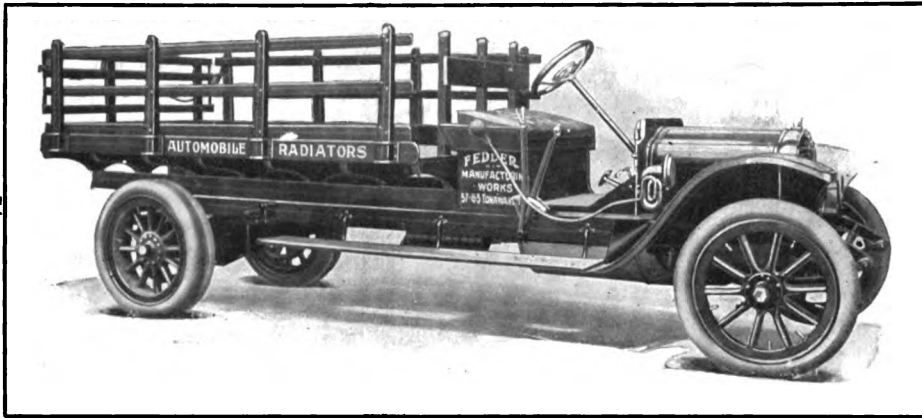
Prices for open cars include top and glass front

THE PIERCE-ARROW MOTOR CAR CO.

Licensed under
Selden patent

BUFFALO, N. Y.

Please Mention AUTOMOBILE TOPICS When Writing.



The White Trucks at Chickamagua

THE only problem of the mechanically-propelled truck is to demonstrate its reliability. Every cartage department knows the economical advantage of the gasoline motor vehicles, and the only reason they are not installed generally is because the proprietors are waiting the advent of a reliable motor truck.

A remarkable demonstration of this reliability was made by the White Motor Truck at Chickamagua. For more than thirty days the White ton and a half truck did the work of from three to six mule teams, of four mules each. It made daily trips from Chickamagua to Chattanooga, a total distance of twenty-two miles, often making three or four trips a day—in every possible way it satisfied the most exacting army requirements. This work was cross-country and much of the time under unfavorable road conditions.

What It Means The object lesson from the Chickamagua maneuvers is simply—what White Trucks did there they will do for you. The White Trucks at Chickamagua were there for a test, operated by the United States Regular Army officers, and the test was thorough, not only for reliability but flexibility and adaptability to every situation.

That the White Truck emphatically responded to every test suggested is the best evidence that it is the motor truck first to demonstrate its positive reliability and economy under the severest requirements.

Details of the loads hauled, the expense of up-keep and maintenance at Chickamagua will be gladly furnished upon request.

Catalogues and other literature also willingly supplied.

THE WHITE COMPANY
820 EAST SEVENTY-NINTH STREET, CLEVELAND

Please Mention AUTOMOBILE TOPICS When Writing.

Judge Hough's Decision in Selden Case

Automobile Topics

EVERY SATURDAY
103 PARK AVENUE (Corner 41st Street)
10th YEAR [No. 514]
ILLUSTRATED

Vol. XX. NEW YORK, AUGUST 29, 1910 No. 20



Mobiloil



A GRADE FOR EACH TYPE OF MOTOR

Stands Severest Tests Under Most Trying Conditions

Are You Using the Right Oil On Your Car?

Curtiss

Vacuum Oil Company, 29 Broadway, New York City.

Dear Sirs:—I wish to let you know that the success we have met with in the use of "Mobiloil" in lubricating the engines in our aeroplanes, and to say that it maintained its reputation in my Albany-New York flight. Very truly yours,
G. H. CURTISS.

Hotel Astor, New York, June 6, 1910.

Hamilton

Vacuum Oil Company, New York, N. Y.

Gentlemen:—I wish to let you know that the oil which befouled my spark plugs was not your oil. I used MOBILIL OIL going to Philadelphia and had no trouble. Owing to misunderstanding, I was supplied there with some other oil, which caused the trouble resulting in my descent. Had I used Mobiloil on my return flight, I should, undoubtedly, have made the trip home without a stop. Very truly yours,
CHAS. K. HAMILTON.

Hotel Astor New York, June 14, 1910.

Brookins

Vacuum Oil Company, 29 Broadway, New York City.

Gentlemen:—In breaking the world's record for altitude in a Wright Bi-plane at Atlantic City, N. J., to-day, I used "Mobiloil" for lubricating the engine, and I am pleased to advise it again demonstrated its reliability. Yours very truly,
W. R. BROOKINS.

Chalfonte Hotel, Atlantic City, N. J., July 19, 1910.

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GLENN H. CURTISS.

Marlborough-Blenheim Hotel, Atlantic City, N. J., July 11, 1910.

By using Mobiloil you can get from your motor the limit of its capacity with the minimum wear and least possible carbon and engine troubles.

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Your copy of "What a Motorist Should Know," a richly illustrated book, just printed, awaits receipt of your request for it, when it will be promptly mailed to you free, postage paid.

This book treats simply and clearly the question of Automobile Lubrication, and it contains a list of the various makes of cars and the proper grade of Mobiloil for each. Send for your copy now, while you think of it. Address

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More Cylinders—Less Expense

If your four only had two more cylinders, it would use less gasoline, wear out fewer tires, stand up longer, and run better up hill and on the level than it does.

That's because six cylinders are the smallest number that can produce continuous power.

Let us show you the facts. We prove them with the \$3000

*Self-Cranking, Sweet-Running,
Six-Cylinder*

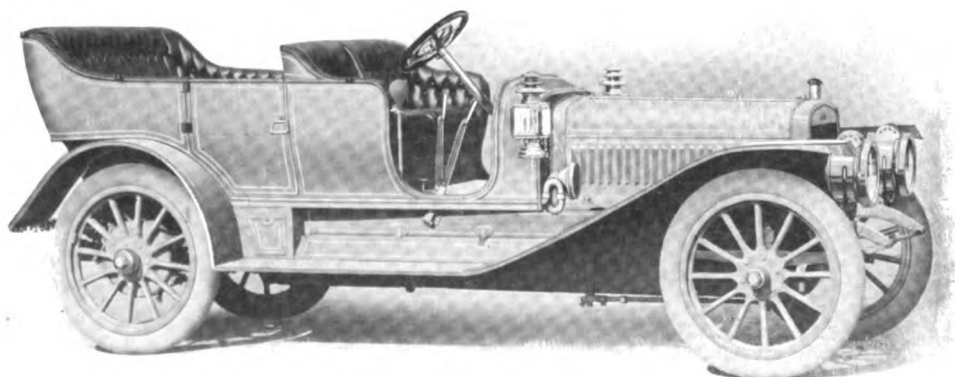
WINTON SIX

This car, made by the only company in the world that is now producing sixes exclusively for the fourth consecutive year, holds the world's lowest upkeep record—77 cents per 1000 miles. Sworn reports of reputable business men—no guesswork or hearsay.

**The Winton
Motor Car. Co.**

*Licensed Under
Selden Patent*

423 Berea Road, Cleveland, O.



Please Mention AUTOMOBILE TOPICS When Writing.

Victory of Chalmers "30" in Glidden Tour a Victory for Public as well as for the Car

THE contest board of the American Automobile Association has declared the Chalmers "30" car, entry No. 5, driven by William Bolger, winner of the 1910 Glidden Tour, and has awarded the Glidden Trophy to the Chalmers Motor Company.

Think what this means. The Glidden Tour—the most famous and most strenuous reliability contest for motor cars in the world—won by a stock touring car—a duplicate of which you can buy for \$1500.

We know of no stronger proofs that could be given that it is now possible to buy a real car at a medium price than the Chalmers "30" has given in the past two years—the Glidden victory being the crowning triumph.

All that any car can do this car has done. In fact, it has proved conclusively that it can do more than most cars, for it has succeeded where others have failed.

That a car costing only \$1500 should win the most trying automobile contest ever held is more than a sensation—it is a revolution—and the effects of it will be felt in the automobile business for many a day.

This tour is not only a victory for the Chalmers Motor Company, it is a victory for the public—the public, which is always demanding of the manufacturer good cars at right prices—cars of an unusual dollar for dollar value.

World's Longest, Hardest Tour

Of all the Glidden Tours yet held that of 1910 was the longest and by far the hardest. None except those who made the trip will ever know of the many obstacles met and overcome in this 2851 mile contest, which started at Cincinnati and went "by way of Dallas, Texas," through thirteen states to Chicago.

Dai Lewis, who has laid out the route for every Glidden Tour, says that no other could even compare in hardships with the 1910 tour.

The final outcome of the contest was predicted when the "30" held its perfect score for five terrific days after every other car on the tour had been penalized.

Furthermore, the Chalmers "30" made a better showing in the final technical test than any of its rivals. In this important examination it was assessed only 75 points as against 84 for its nearest competitor.

The "30" was not penalized on any fundamental feature of construction, not on motor, or clutch, or transmission, or on the frame, or the wheels, or axles, or springs; only on minor things, such as body bolts, shackles, muffler, and fender irons.

It still had a brake good enough to stop it within the required fifty feet.

The car which made this wonderful showing is absolutely a stock car in every respect—not even our competitors have questioned that. It is the same car you can buy in any Chalmers dealer's salesroom for \$1500.

In winning the Glidden Tour the Chalmers "30" has only maintained a record it had already established, for this car has never been defeated in any important contest of speed and endurance by a car of its own power and price class. It has repeatedly defeated cars of much higher price and greater power in all kinds of contests.

The Chalmers "30" which won the Glidden Tour carried four passengers and baggage over every mile of the route.

It had power enough to pull through streams, through swamps and through sand.

It had speed enough to make every control on time; it has as much speed as anyone can use.

And in addition to endurance and reliability you cannot buy more beauty either of line or finish than you get in a Chalmers "30."

What more do you want, then, in a car, than you can get in the Chalmers?

From the beginning we have been on the right track. First, in not trying to build too many cars, but in building a limited number just as well as they could possibly be built; second, in selling these cars at medium prices; third, in taking care of our owners just as well as we knew how after the cars had been sold.

After all, automobiles are built for those who buy them; and Glidden Tours are conducted for the benefit of the very same people. The thousands who contemplate buying cars during 1911 season have had nearly all the real big questions answered by the Glidden Tour—the questions of design, of materials, workmanship, endurance, reliability.

The price you already know, so the question of appearance is about the only one left; as to that, the new 1911 models are on exhibition at the local show rooms. We invite you to examine them.

If the lines, the color, the finish suit you, you can safely buy one, for, remember—it's a Chalmers—the car that won the most trying test to which automobiles were ever put—the Glidden Tour of 1910.

Write for catalog "T" and the name of the nearest dealer.

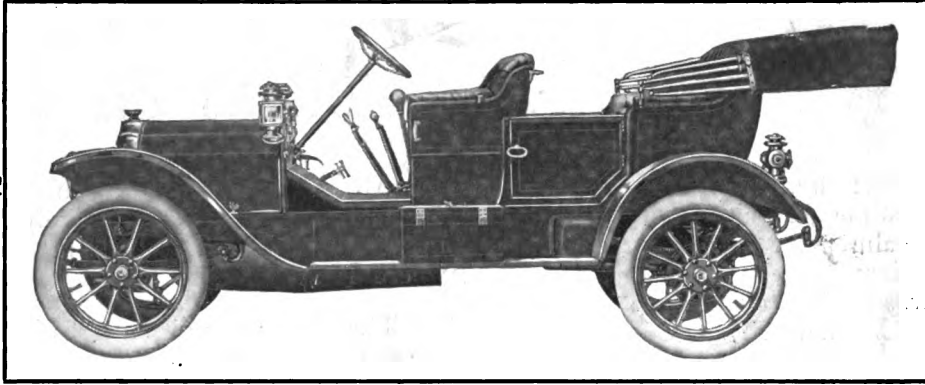
Chalmers Motor Company

(Licensed under Selden Patent)

Detroit, Michigan

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The Long-Stroke Engine—An Explanation

THE long stroke engine must economize in the use of gasoline, and we will try to make it plain—very plain—just why. You know whether you would prefer to fill a gallon crock or a quart measure (if you had to pay for it). The gallon crock is the large-bore, short-stroke motor—the tall quart measure represents the medium bore, with the long stroke—both must be filled with gasoline in automobile work.

Of course the gallon crock has a greater capacity than the quart measure, but the greater capacity does not produce proportionately greater power. For example, you know that your revolver will not shoot so far nor penetrate so deeply as your rifle, using the same cartridge. In firearms we call it the length of barrel, and explain it by saying, we get the benefit of the whole expansion of the gas. In automobiles it is the same thing, but we call it the length of stroke. In a rifle we get results because there is but one direction for the gas to expand—the length of the barrel—in automobiles, if there is but one direction in which to expand, and that dimension is sufficiently long, we get the full power.

White Motors Economical

The above tells the whole story of the remarkable performance of White gasoline cars and trucks, from a standpoint both in power and fuel consumption.

The four cylinders of the White motor are more nearly rifle-barrels than any others, consequently less explosive medium is required to produce the high-power rifle results. One other advantage follows: because White motors are not large and unwieldy, White cars are of moderate size and weight, consequently go over the roads more easily and are easier upon the tires and other items of maintenance.

Catalogues, testimonials and other literature gladly sent upon request.

THE WHITE COMPANY
820 EAST SEVENTY-NINTH STREET, CLEVELAND

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New York Attorney-General's Newest Opinion

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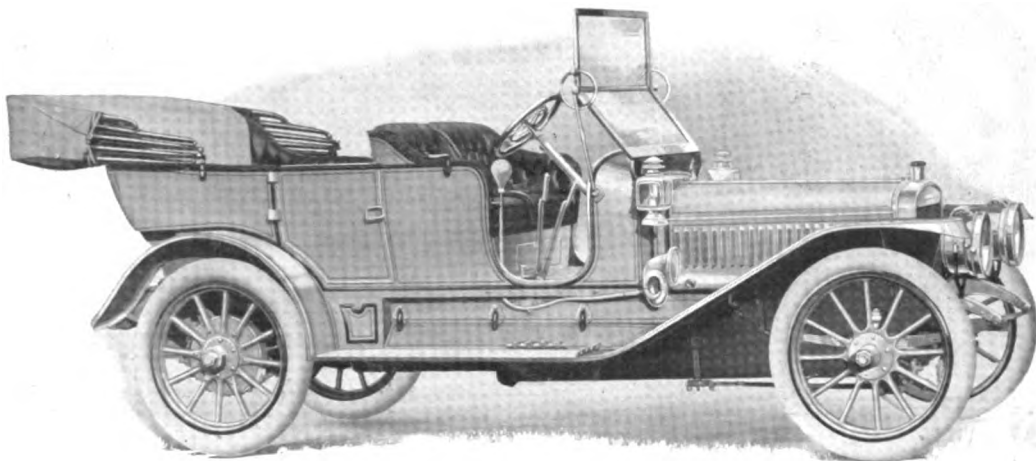
Vol. XX. NEW YORK, SEPTEMBER 10, 1910 No. 23

THE PEERLESS

THERE IS A SATISFYING
CHARM IN THE PERSON-
ALITY OF A MAGNIFICENT
MOTOR CAR WHICH ONE
FEELS IN ITS PRESENCE
BUT CANNOT DEFINITELY
ANALYZE OR UNDERSTAND

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THE PEERLESS MOTOR CAR COMPANY
2463 EAST 93RD STREET CLEVELAND OHIO

LICENSED UNDER SELDEN PATENT



When the Maker Straddles

let the buyer hesitate. For if a maker isn't convinced that his Six is better than his four, probably it isn't.

The Winton Company does not straddle. It believes the

Self-Cranking, Sweet-Running, Six-Cylinder

WINTON SIX

is better than the best four ever built. Because of that belief, the Winton Company quit making fours in 1907 and has been making Sixes exclusively ever since.

Now in its fourth year of success, without requiring a single radical change in construction, the Winton Six proves every day that the Six is the one superior car.

Buyers seeking a superior car (and at the lowest possible price for quality) ought to see the \$3000 1911 Winton Six.

Our catalog is filled with straight-from-the-shoulder facts. Shall we mail you a copy?

The Winton Motor Car. Co.

Licensed under Selden Patent

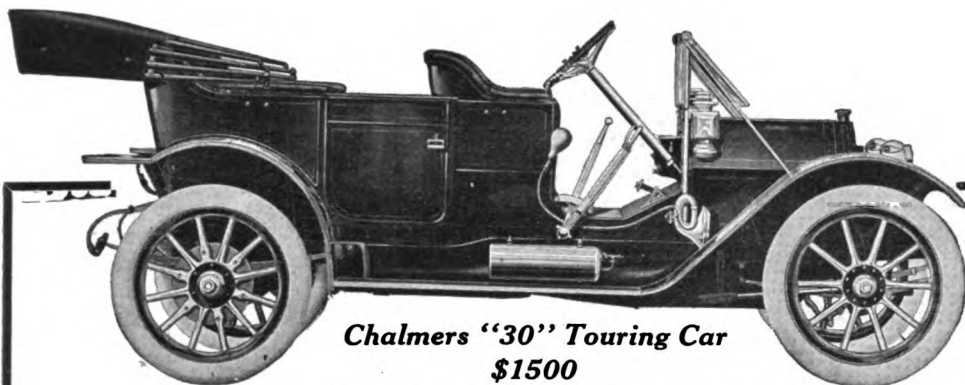
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SAN FRANCISCO, 300 Van Ness Ave.
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**Chalmers "30" Touring Car
\$1500**

115 inch wheel base, 36 inch wheels.
Pony Tonneau, \$1600. Roadster, \$1500.

Not How Many But How Good

The entire output of 1910 Chalmers Cars was sold before the season was half over. There will be a larger number made during the season of 1911 owing to increased factory facilities, but the supply will not equal the demand.

The object of the makers is not to turn out the greatest number of cars, but every effort is turned toward making the very best car in quality, workmanship, style and finish that can be produced for the money. That is the reason.



**Chalmers "Forty"
Torpedo Body, \$3000**

122 inch wheel base, 36 inch wheels.
Including Bosch Magneto, Gas Lamps,
Prest-O-Lite Tank and five demountable rims.

"Forty" Roadster, \$2750

**Chalmers "Forty"
Touring Car, \$2750**



On the

Radiator

Chalmers

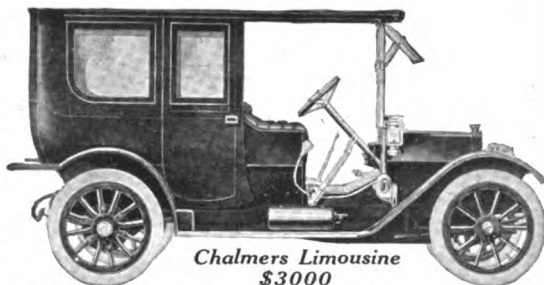
MOTOR CARS

make good their claim as the greatest automobile value in the country.

The fact that the Chalmers is the only car costing under \$4000 ever awarded the Glidden Trophy gives it recognition as the high class car at a medium price.

The 1911 Models are now being delivered to customers in order of purchase.

Write for the new catalog "T" and the name of the nearest dealer.



**Chalmers Limousine
\$3000**

Built on "30" Chassis. Landaulet at same price.
Coupe, \$2400.

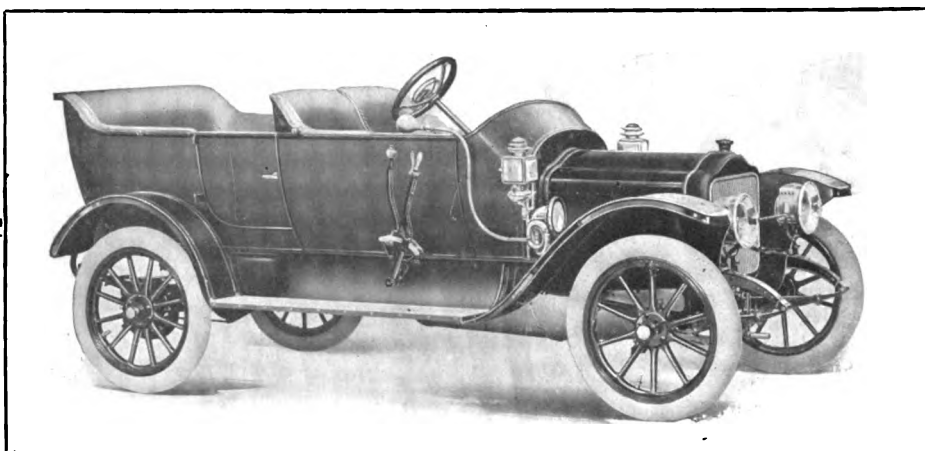
These prices include complete equipment.

Chalmers Motor Company

(Licensed under
Selden Patent)

Detroit, Mich., U. S. A.

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THE COST OF A CAR

THE cost of an automobile is not what you pay for it, or the initial investment—but what it costs to maintain—the number of miles on a gallon of gasoline—the number of miles on a set of tires—the oil bills—the incidental repairs. It is the answer to this question that either makes a car a luxury afforded by few, or the proper kind of transportation at a reasonable cost.

The White Gasoline Cars have solved these problems economically. A White Gasoline Car has a four-cylinder motor cast en bloc, which economizes in size and weight—it has extreme length of stroke, which allows the cylinders to be of moderate size. In consequence, the car is of moderate weight and easy on tires—one of the most important items in up-keep.

The car has four forward speeds, a flexibility found only upon the most expensive cars, which allows the engine to run at a speed more economical, and more suited to the purpose of the driver. Again, White Cars are marvels of simplicity, which makes them easy to operate and easy to keep in order. When it comes to mechanical features, ask any engineer, regardless of his personal bias, and his answer must be that no car is better built. *Many agencies now open for White gasoline cars and trucks, also steam and passenger cars. Demonstrators should be bought at once for early delivery.*

THE WHITE COMPANY
820 EAST SEVENTY-NINTH STREET, CLEVELAND

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